THE BYSTANDER
Vol. C.—No. 1295

OCTOBER 10, 1928

Registered at the G.P.O. as a Newspaper.

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The BYSTANDER

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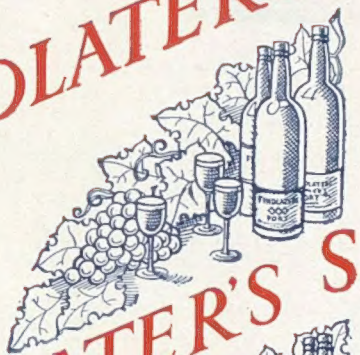

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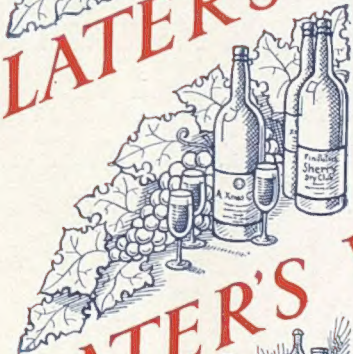

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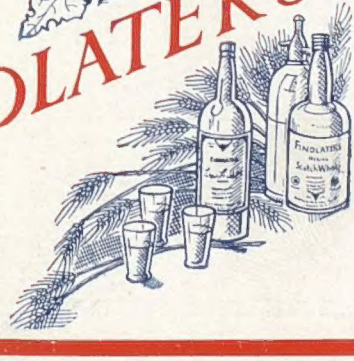

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The Bystander, October 10, 1928 No. 1295. Vol. C

The BYSTANDER

MOTOR SHOW NO.

BY LEON HERON

"BUILT FOR SPEED"

Four Future Brides

MISS NANCY COLERIDGE *Hay Wrightson*

The daughter of Mr. John and the Hon. Mrs. Coleridge. Her marriage to Capt. Reginald Llewellyn Brown, R.E., youngest son of the late Colonel F. D. M. Brown, V.C., and Mrs. Brown, will take place at St. Peter's Church, Yateley, on October 27

MISS LYNETTE PAWSON *Vandyk*

Whose marriage to Lord Tollemache, of Peckforton Castle, Tarporley, Cheshire, will take place shortly. She is the only daughter of Mr. and Mrs. Alfred Vincent Pawson, of Trewartha Park, Weston-super-Mare

Photographs MISS RACHEL KNAPP *Bassano*

Who is to marry Mr. W. E. H. Grylls, of the 15th/19th Hussars, the elder son of Major and Mrs. W. J. Grylls, of Core Hill, Petworth. She is the daughter of Brigadier-General and Mrs. K. K. Knapp, of Brooke Lodge, Weldon

MISS JOAN RYDER

The daughter of the Rev. Algernon Dudley Ryder, Rector of Maresfield, Sussex. Her marriage to the Bishop of Norwich will take place at St. Peter's, Eaton Square, on Thursday, October 11

A FAMILY GROUP *Compton Collier*

Capt. A. W. Strickland and Lady Mary Strickland photographed in a charming group with their children at Apperley Court, Tewkesbury, Gloucestershire. Lady Mary Strickland is the second daughter of the Earl of Wemyss

Who, When & Where

BY THE BYSTANDER IN SOCIETY

Kinnaird Castle

THE Queen's recent visit to Kinnaird Castle, near Brechin, is not the first Her Majesty has paid to the Earl and Countess of Southesk. The Queen and Princess Mary stayed there seven years ago, that is two years before the marriage of Lord and Lady Southesk's eldest son, Lord Carnegie, to the King's niece, Princess Maud. But the present castle is not the one in which the Queen and Princess Mary stayed. That was gutted by fire shortly after their departure, and the Kinnaird Castle of to-day is a careful restoration of the old one.

It was rumoured that the Queen would also pay a visit to Lord and Lady Maud Carnegie at Elsick, in Kincardineshire, but doubtless the distance beyond Kinnaird made the visit impracticable. Elsick was inherited by Lady Southesk from her father, Sir Alexander Bannerman—a name given to the family because they were hereditary banner-bearers to the Kings of Scotland. Shortly after his marriage Lady Southesk handed the property over to her son, and there he and Lady Maud spend a considerable part of the year, Lord Carnegie actively interested in dairy farming and Lady Maud in her poultry farm.

The "Little Season"

ONCE upon a time the "Little Season" in London meant the three months between the beginning of October and Christmas, when Scottish visits were over and people had returned from cures and after-cures, and foreign *plages*, and the children had all gone back to school. But this year, quite early in September, I saw more than one reference in newspapers to the beginning of this pleasant period of the year, so I suppose you may take it that nowadays there is practically only a month between the ending of the Season proper and the opening of the "Little Season."

Well, however that may be, the cosiness of the "Little

Compton Collier

AT WILSFORD MANOR

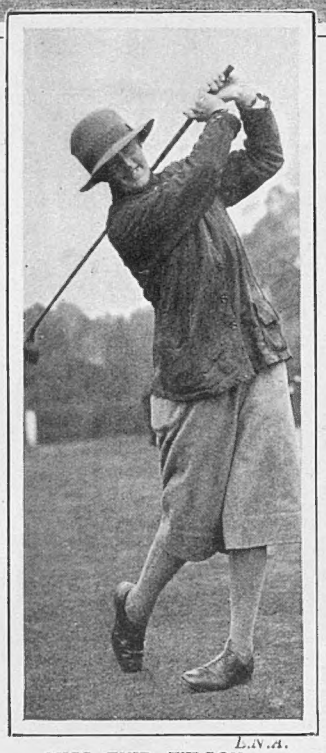
Viscountess Grey of Fallodon, the wife of Viscount Grey of Fallodon, photographed in the grounds of Wilsford Manor. This charming spot is near Salisbury, Wiltshire

Sport and General

A GROUP OF THE COMPETITORS OUTSIDE THE CLUB HOUSE

An All-English Championship at Walton Heath

There were 48 matches at the opening of the English Women's Close Golf Championship this year at Walton Heath, and there was some sterling Golf displayed by winners and losers alike. Here are seen the semi-finalists and finalists, Miss Molly Gourlay, Miss D. Pearson, Miss P. Lobbett, and Miss Enid Wilson. The final resulted in Miss Wilson defeating Miss Pearson by 9 and 8



L.N.A.

MISS ENID WILSON
(Notts)

L.N.A.

MISS MOLLY GOURLAY
(Camberley Heath)

Sport and General

MISS PHYLLIS LOBBETT
(North Hants)

Sport and General

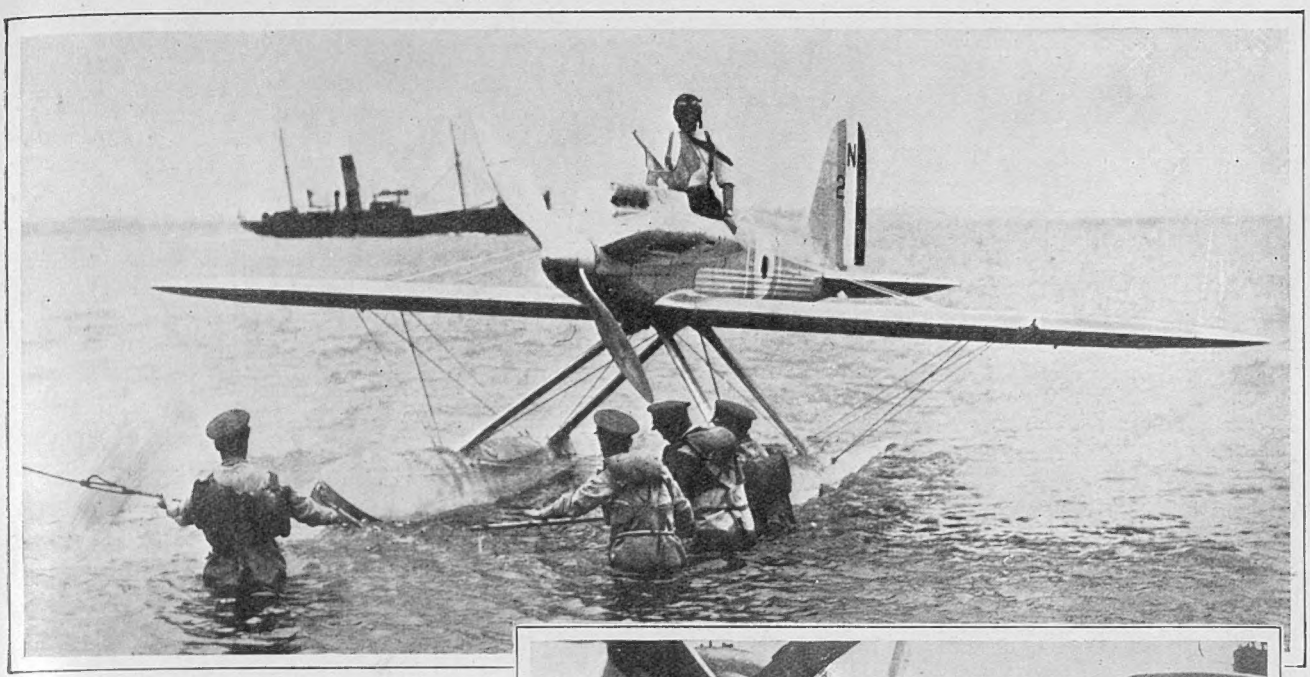
MISS DOROTHY PEARSON
(Nevill)

Season " doesn't begin until now—the small luncheon and dinner parties, and the intimate gatherings for tea. You will hear more good talk at this time of year across dining tables and over muffins and crumpets in London drawing-rooms than you will during the whole summer season. From May to the end of July there is always an unrestful sense of " going on " about most gatherings. Nobody has any time to cultivate friendships because everybody is so occupied with acquaintances and functions.

In the " Little Season " most people have time to sit still and be pleasant, that is unless they are very young. And for these there are the advantages of dances, at which you can dance because there's plenty of room, and all sorts of impromptu parties, impossible in summer days when everybody's diary is black with engagements.

She Knew

BEFORE the War a wealthy Russian, deeply interested in art and antiquities, spent several winters in Rome. When Bolshevism deprived him of everything he had in the world, he turned his knowledge of the Eternal City into a means



L.N.A.

THE ATTACK ON THE RECORD

Flight-Lieutenant D'Arcy Greig being assisted to moor his supermarine at Calshot after one of his practice flights for his attempt to set up a new speed record. The official world's record previously set up was 318½ miles an hour

of livelihood by acting as a cicerone. Some of his experiences with American tourists were unexpectedly diverting.

Once he had charge of an American mother and her daughter who were anxious to see some of the well-known ladies of Roman society as well as the antiquities. The Russian suggested that a big forthcoming charity concert would be an excellent opportunity, since all the great ladies of Rome would be there.

"What music are they going to play?" asked the mother.

"Oh, some Beethoven, some Brahms, and some Stravinsky," said the Russian.

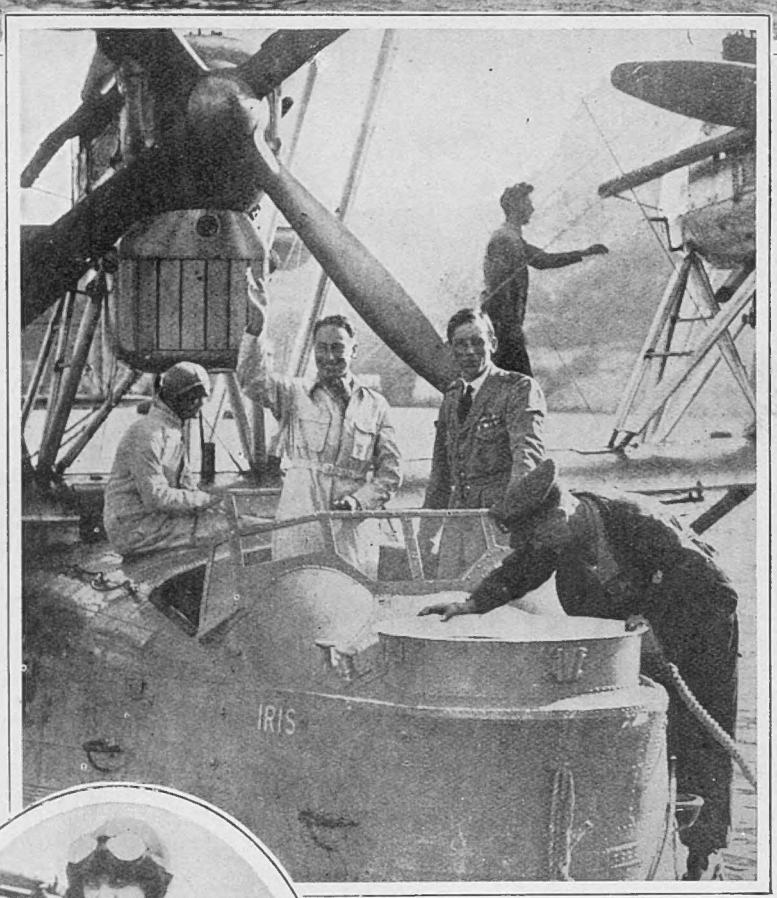
"Stravinsky!" exclaimed the American. Then, to her daughter, "Mary, leave the room!"

A NEW TRIUMPH *Topical*

Lady Heath photographed in her Moth before going up at Croydon to beat the light 'plane record. She reached a height estimated by Royal Aero Club officials at nearly 23,000 feet

TRYING HER WINGS *Topical*

Miss K. B. Sinclair, who is the first Scottish-trained airwoman to make a solo flight. She is a member of the Scottish Flying Club, at Renfrew



P. and A.

A STOP BY THE WAY

Sir Philip Sassoon, the Under Secretary of State for Air, waves good-bye to the Marquis de Pinedo, at Naples. He made a short stay at Naples during his flight by seaplane to Athens

When the daughter had departed the mother said severely, "Young man, do you admire Stravinsky's music?"

"Not all," he said, "but some of it I like very much."

She took a photograph from the writing-table and, showing it to him, said, "That is a photograph of my husband. He always says that men who admire Stravinsky are stealers of other men's wives. Young man, there's nothing doing!"

A ROYAL WELCOME *Central Press*

The Duke and Duchess of York smilingly acknowledging their enthusiastic reception from the employees at Messrs. Brown's works at Glasgow. This was on the occasion of the launching by the Duchess of York of the new C.P.R. liner, Duchess of York

Europe in One Week

ON another occasion an American banker, his wife, son, and daughter, who had arrived in Naples the day before, were sent to the Russian. The wife did all the talking. "My husband is a banker," she explained, "and three weeks is all the holiday he can take. So we've worked it out—one week the voyage here; Europe in one week; one week the voyage home. Say, we don't want to be pestered up with a lot of sights, what we just want to see are Mussolini, Mont Blanc, and Elsinore."

The Russian was able to satisfy the first wish by taking the Americans to the Palazzo Chigi at the hour when *Il Duce* always drives out. From there the party rushed to a tourist agency and bought tickets for the journey to Mont Blanc.

They wrote to say they hadn't seen Mont Blanc because it was shrouded in mist, but hoped to have better luck at Elsinore. He never heard whether they reached Denmark.

The First Garden Parties

IT will be very unfortunate if the money still required for the purchase of Chiswick House—some £10,000—from the Duke of Devonshire is not forthcoming. Although a building syndicate has made a bigger offer, the Duke asks only £80,000 for the house and its sixty-six acres of grounds from the Brentford and Chiswick Council, who wish to preserve it for the use of the public.

Chiswick is a perfect example of the great villas which rich noblemen built near London in the eighteenth century. At the time of their erection, and until comparatively modern times, this house and its neighbour, Syon House, were in the country. Chiswick House was built for Lord Burlington, whose town house in Piccadilly is now the Royal Academy, and came to the Dukes of Devonshire by inheritance. It is a perfect specimen of eighteenth-century architecture, and the gardens, too, are equally perfect. Their preservation would mean to that part of London what Ken Wood means to the north, and it would be ten thousand pities if the great villa disappeared under the housebreaker's pick and its surrounding sixty-six acres were covered with flats and houses.

Chiswick has seen a good deal of history, and it was here that the first garden parties were given by the beautiful Georgiana Duchess of Devonshire towards the close of the eighteenth century. Then they were called "breakfasts," a name by which this form of entertainment was known until well into the nineteenth century. They were so called because people dined early in those days, luncheon was practically unknown, and afternoon tea did not exist, so the first entertainment in the day

Photopress

A NOTABLE ENGAGEMENT

Miss Rachel Spender-Clay, daughter of Lieut.-Col. Spender-Clay, whose engagement to the Hon. David Bowes-Lyon has recently been announced. Her fiancé is a brother of the Duchess of York and youngest son of the Earl and Countess of Strathmore

GOOD LUCK TO THE TEAM *Planet News*

Prince Arthur of Connaught wishing *bon voyage* to the football team of the Southern Railway, which is leaving this week to play a series of matches in Paris. The photograph was taken at the Millwall ground, where they played in a charity match

Dudley Glanfield

AFTER THE CEREMONY

Mr. and Mrs. Christopher Norman Birch Crisp photographed after their wedding, which took place at St. Mark's, North Audley Street. Before her marriage Mrs. Birch Crisp was Miss Betty Barwell

Photopress

"BILLIE" ENGAGED

Miss "Billie" Houston, one of the famous Houston Sisters, who are so popular in Variety, who has become engaged. Her fiancé is Mr. Robert Wilton, Jr., with whom she is seen in the photograph

L.N.A.

LEAVING THE CHURCH

Mr. John Ellert and his bride, Miss Barbara Havelock-Allen, a grand-daughter of General Sir Henry Havelock, leaving St. Paul's, Knightsbridge, after their wedding. The pages were Lord French (left) and Christopher Parker

was dubbed "breakfast." It remained for a Marchioness of Londonderry to introduce afternoon tea some thirty or forty years later.

King Edward and Queen Alexandra as Prince and Princess of Wales lived at Chiswick for some time, and the little gardens which were looked after by King George and his brother, the Duke of Clarence, when they were children, are still carefully preserved.

Hungary in London

THE new Hungaria Restaurant situated in Dorland House, Lower Regent Street, had a splendid inauguration on Monday night. The gala dinner was presided over by the Hungarian Minister, Baron Ivan Rubido-Zichy, who received the guests, included among whom were many members of the *Corps Diplomatique*.

Although as is, of course, only to be expected, Hungarian dishes figure prominently in the menu, all that is best in English and French cooking is to be had in the restaurant, which is presided over by Benini, who was for so many years manager of the Louis XIV Restaurant at the Piccadilly Hotel. The György Hanover Tzigane Band adds to the native atmosphere by its playing, whilst the Hungaria Dance Five provide the music for those who are inclined to sample the dancing floor.

An Interesting Exhibition

TO all those good people who are interested in art I commend a visit to the Redfern Gallery at 27, Old Bond Street, where Sylvia S. Kingham is holding an exhibition of her bronzes, sculpture, and masks. She has brought to her work an individuality of treatment that is truly refreshing and which stamps her as a craftsman of undoubted merit. Two of the masks which struck me as being as good as anything in the exhibition were those of Mr. W. W. Jacobs and Mr. Horace Newte.

G.P.U.

A GOLFING ROMANCE

M. Robert Thion de la Chaume, the brother of Mlle. Thion de la Chaume, with his fiancée, Mlle. Manette Le Blan. Mlle. Le Blan won the British Women's Open Championship this year

Of Your Charity

A HOSPITAL which for the past 126 years has made no general appeal to the public is now forced to ask for a sum of £50,000 to enable it to continue its work. It is the London Fever Hospital, in Liverpool Road, N.1, and the money is needed mainly for the erection of a new isolation building. The King is patron of the hospital, and the Duchess of York is taking the keenest practical interest in the appeal. Any financial assistance which you can give will be gratefully acknowledged by the Secretary at the Hospital, or by the president, Lord Ebury, at 1, Howick Place, S.W.1.

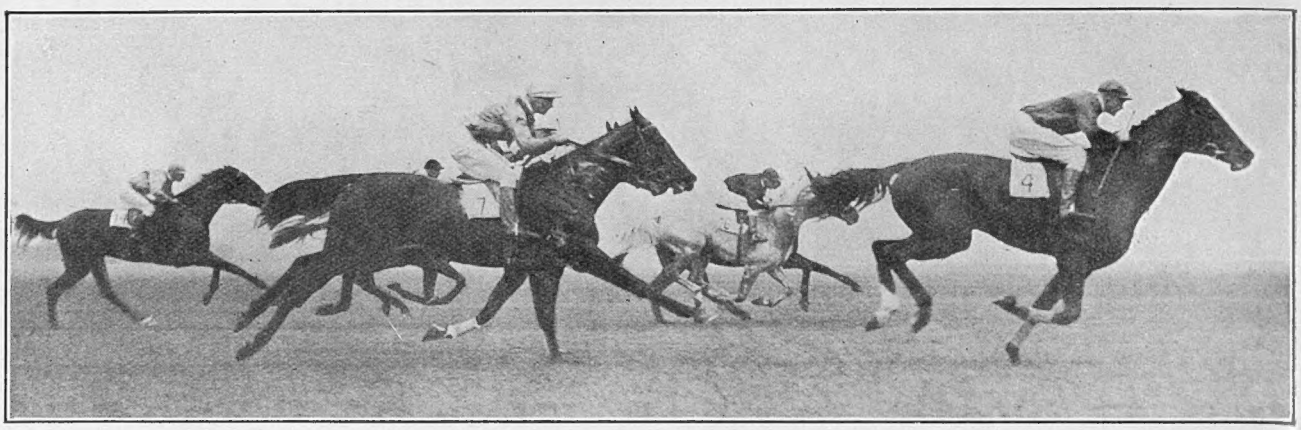
Five Hundred Years Ago

A YOUNG man was urging his claim to the hand of a rich man's daughter.

"We have other ideas for our daughter," said the rich man.

"But my family is one of the oldest in England," he protested.

"Yes, I know, but it was ancient and decayed five hundred years ago!" retorted the father.



Central News

GOING FULL STRETCH

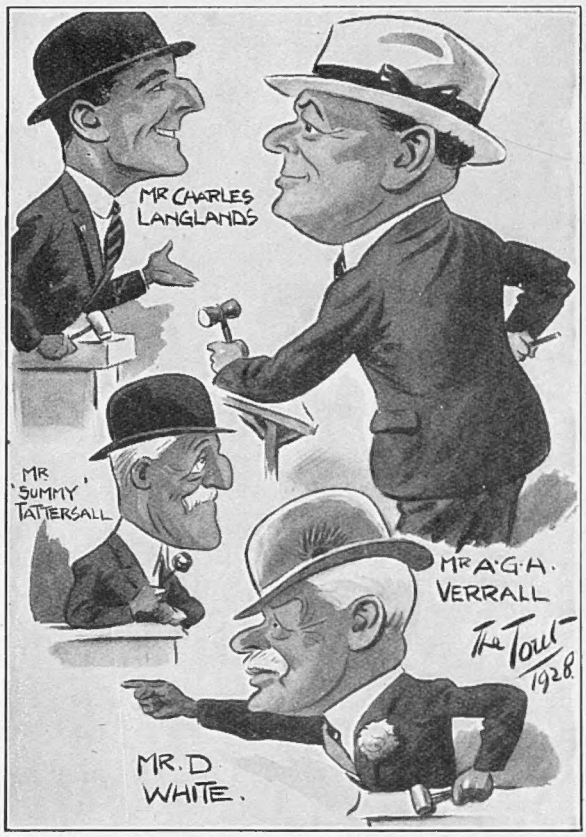
The field in the Trial Selling Plate, at Newmarket, photographed at the middle distance. Rhyolite (E. Gardner up) is seen leading Mr. J. B. Joel's Silver Sword (ridden by B. Carslake), which won by a length from Jock Trotter

Racing Notions

By CARBINE

Sir Abe Bailey's Horses

As a rule, Sir Abe Bailey never misses a good race meeting in the autumn, and his absence from the course during the past few months has been regretted by all his friends, especially as the cause is his ill-health. Last week came the announcement that all his horses are to be sold by auction. I remember Sir Abe had a similar sale some years ago, but happily it was not long before he returned to racing with just as much keenness as before. Let us hope that it will be the same this time. So staunch a supporter of the game can ill be spared. In recent years few men have had a bigger stake in racing than Sir A. Bailey, who has many horses in South Africa as well as in this country. Perhaps the successes he has gained here have hardly been commensurate with the size of his establishment, and he has never won a classic race. Last year, however, he enjoyed an outstanding success when he had the immense satisfaction of seeing Foxlaw carry off the Ascot Gold Cup in his colours.



BY "THE TOUT"

"GOING, GOING—"!

Four well-known auctioneers of bloodstock who have a "nodding" acquaintance with everyone in the racing world. Mr. Charles Langlands occupies the rostrum at Epsom and many other big meetings; Mr. "Summy" Tattersall is, of course, a household word throughout the sporting world, whilst Mr. A. G. H. Verrall officiates at Gatwick, "Ally Pally," and most of Messrs. Pratt's meetings. Mr. D. White sells horses at Goodwood, Newbury, Sandown, and lots of other meetings

Newmarket Sport

The first of the autumnal meetings at Newmarket was decidedly pleasant. Some of the races have an old-fashioned appearance, and the general opinion seems to be that the Jockey Club should endeavour to bring its programmes more into line with modern requirements. Those long-established stakes which close years before the date of running were all very well in the old days, but they so frequently fizzle out unattractively that they do not interest the public. No race course executive, not even the Newmarket authorities, can afford to ignore the public taste. If they want bigger gates at headquarters they will have to serve up fare which will tickle the palate of the people who pay their £1 2*s.* 6*d.* at the turnstiles. To the old *habitués* of Newmarket the racing there is never dull, but I fear it is often not lively enough to tempt the average racegoer to undertake a long journey to the Heath. During the week we saw a few of the smartest two-year-olds, but Mr. Jinks went down a peg through his inability to repeat his July triumph over Reflector.

Kempton Attractions

At the week-end the Kempton Park meeting promises well. The winner of the Jubilee twice and the Duke of York Handicap last season, Abbot's Speed looks like improving on this remarkable record by winning the latter race again. He has been given 9 lb. more than he carried to victory in the spring, but he scored with plenty to spare on that occasion, and I doubt whether Autocrat or Uncle Woody will reverse the placings with him even at their new weights. Sledmere might be a danger to the top-weight, but we have not seen him since the Epsom Spring Meeting, and I imagine the hard ground has kept him back. I shall make **Abbot's Speed** my selection. On the first day of the meeting **Arabella** looks like maintaining her unbeaten record in the Imperial Produce Plate. An interesting sprint on the same afternoon will be the Queen Elizabeth Plate, which Tag End may win in spite of his big weight.

Hunting Notes

By A. W. COATEN

New Joint-Masters

In my article on the prospects of the hunting season last week I left many interesting changes still to be referred to. In the Albrighton country, General Hickman is joined by Lord Ednam, and they will be associated with Lord Cobham in hunting the Woodland section of their area. Captain T. Holland Hibbert is to have the assistance of Major W. Ll. Palmer in hunting the Avon Vale country. A similar arrangement has been effected in the South Berks Hunt, Mr. Guy Hargreaves having been joined by Major A. E. Phillips. Lord Berkeley has retired from the Mastership of the pack which bears his name, and his duties are now being filled by Mr. R. G. W.

Berkeley in conjunction with Colonel C. E. Turner. Last season the former served as deputy master of the pack. Lord Conyers no longer assists his father, Lord Yarborough, in hunting the old-established family pack in Lincolnshire. His successor as Joint-Master is Captain H. Jaffray, 11th Hussars, who will hunt the bitches.

Gaps Well Filled

IN the Clifton-on-Teme country Colonel J. C. Mundy is succeeded by Mr. G. Joynson. The Cotswold have made a change since last season, Captain T. Colville being followed by Mr. Arthur Mitchell and Rear-Admiral F. H. Marten. Captain F. H. Sutton has taken over the South Dorsets, and Colonel F. G. Barker is the new Master of the Garth. Both the Essex and Suffolk packs are in new hands. Colonel C. Mangles has taken on the Essex side, while Mr. J. G. Howells and Mr. G. E. F. Tenison are the Joint-Masters on the Suffolk side. Major W. Newland Hillas has joined Captain Adrian Bethell in hunting the Holderness, one of the finest plough countries in the kingdom. In South Herefordshire, Mr. G. B. Hoare has become Mr. Corbett-Winder's partner, while in the Ludlow country, Major Meredith has been succeeded by

ON HAMBLEDON HILL

A photograph of the hounds and some officials of the Portman Hunt cubbing on Hambledon Hill. This was after the picturesque Shroton Fair meet, where the villagers climb Hambledon Hill to watch the hunting and later in the day are joined by many of the Hunt at Shroton Fair

Photographs OUT WITH THE PORTMAN *Central Press*

A group photographed at the Shroton Fair meet of the Portman. In the centre is Capt. Livingstone-Learmonth, with Mrs. Livingstone-Learmonth seated on the grass. On his right and mounted are his daughters, Margaret and Ursula. Seated on the left is Mr. Jephson, in front Miss Peggy Phillips, and at the horse's head Miss Rosie Stern. Capt. W. P. Browne and Mr. W. W. B. Scott are Joint-Masters of this famous Dorset Hunt

Lord Shaftesbury and Major Denison-Pender have relinquished their Joint-Masterships of the Portman Hunt, and Captain W. P. Browne has been joined by Mr. W. W. B. Scott. The latter's place as Master of the United pack is now filled by Mr. C. N. De Courcy Parry, who is fresh from some interesting experiences in running the Wexford country. Sir F. Villiers Forster, the veteran Master of the South Staffordshire, is being assisted in that office by Mr. W. T. Norton, while the Hon. E. C. B. Portman has joined Colonel Speke in the Taunton Vale. There is now a Joint-Mastership, too, in the Tedworth country, Sir P. Farquhar having been joined by the Hon. Henry Mond. Viscount Tredegar has taken a partner in the person of Mr. C. C. H. Williams, who is to hunt the hounds.

Captain W. H. Ockleston and Mr. J. H. Gold, who formerly hunted a pack in Cheshire.

Women Masters

ONE of the most interesting appointments of the year is that of Mrs. S. Owen Taylor, of the Manor House, East Bridgford, to join Mr. W. Filmer-Sankey in the Mastership of the South Notts. This makes an addition to the list of women M.F.H.s, which is further increased by the election of Miss D. Musgrave to hunt the West Waterford country. The Duke of Northumberland now resumes sole control of the Percy Hounds.

Irish Packs

IN Ireland that highly successful trainer of racehorses, Mr. H. S. Persse, is following the traditions of his family by taking over the County Limerick Hounds in conjunction with Mr. Arthur Pollok, who has long been recognised as the best amateur huntsman in Ireland. Major M. L. Lakin has resumed command with the Wexford Hounds, but no successor has yet been found to Colonel O'Malley Keyes in the country hunted over by the Galway Blazers. Sir Thomas Ainsworth is the new Master of the Tipperary, while Major Hudson-Kinahan succeeds Captain Godfree with the Island Hounds.

A. W. C.

"O, CANADA!" *P. and A.*

The Canadian Women's Polo Team, in an extremely businesslike turn-out, photographed while training at the Westchester Biltmore Country Club at Rye, N.Y., for its match with a team of American women. The players are: Miss Dorothy Hogan (left), No. 1; Miss B. Dewdney (captain), No 2; Mrs. W. May, No. 3; Miss May Atkins, back; and Mrs. C. A. Fulle, Jr., reserve

"Lady Days" in the Saddle

FIRST STEPS *Topical*

Miss Victoria Weston-Stevens makes one of her first appearances in the show-ring with Snowball at the Wokingham Show at Finchampstead. It was a successful appearance, as she won the first prize in the class for children under 9 years

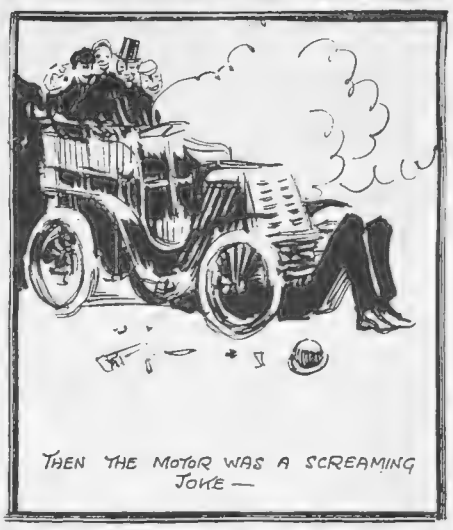
Central News

A LADY JOCKEY

Miss Rickaby on Bogus, her mount in the Newmarket Town Plate. She is a sister-in-law of Walter Griggs, the Newmarket trainer

The number of keen horsewomen of all ages grows almost daily. That their skill is as great as their tastes are varied is shown on this page

BYSTANDER COMMENTS



Sketches by Howard K. Elcock

Oh, Oh, Olympia!

Give car, good ladies and gentlemen all, for to-morrow is St. Sprocket's Day. Whether we float in the glittering Rolls-Royce, or whether we propel the Baby Bisquit-Tynne which rattles—as our immortal Wodehouse once remarked of a certain lady's laugh—like a squadron of cavalry on a tin bridge, we are all votaries at St. Sprocket's Olympian shrine.

A Doubtful Distinction

My Backwoodsman is (surely) the only man in England who has never been to the Motor Show. "Motors?" he says scornfully. "Pooh! In an age singularly lacking in distinction of any kind, I intend to retain at least two. I am, I believe, the only citizen of this mighty Empire who has never read one of that fellow, Edgar What's-his-name's novels. I further desire to go down to posterity as the Car-less Man—the world's last *bona fide* pedestrian. That would be distinction, indeed. This country, so far from being a land for heroes to live in, has become nothing but a garage for snorting juggernauts to park in. Pooh, sir!"

Only a Little One

I waited patiently until the bitter end of the harangue. "Look here," I said sternly, "it is all very well to talk of insensate pleasure-seekers, but is your milk delivered in motor vans? Do you use a motor plough on the home farm? Or a motor thresher?"

"If I choose to sacrifice my principles in the interests of English agriculture," he snapped, "that has nothing to do with you. They'll be wanting me to raise turnips in electric incubators next. All the same——"

"All the same," I countered sweetly, "you're certainly going to Olympia next week with me, and what is more you are going to order a car."

"Pooh, sir!" he said. "Bah, sir!" he said. "But, mind you," he said, "it will only be a little one!"

Then and Now

For an almost terrifying lesson in Progress you have only to look up a few back numbers of the comic papers of—oh, not-so-very-long-ago. Then the motor was *the* screaming joke—the repository of a covey of minor jokes. Jokes about noise. Jokes about breakdowns. Jokes about smell. (People then had exquisitely delicate ideas of humour.) Alas! poor faded jests! Nowadays, thanks to the car, the householder of modest means may transport his family and luggage from Land's End to John o' Groats with no lack of comfort, and, what is even more important, almost complete lack of expense. Does anyone laugh? Praise be to St. Sprocket, No!

A Grim Life

Which only shows what a grim, sunless life a professional humorist must of necessity live. The joke of to-day becomes the necessity of to-morrow, and the poor comic writer spends his days in a pathetic chase after something to laugh at. Wireless, aeroplanes, steamships, trains, umbrellas, pipes, and (I have not the slightest doubt) trousers—what a wondrous wealth of gaiety these things must have promised to the humorists of their day! If you should see in your club a gaunt, thin figure, looking like Hamlet, only much more haggard and misanthropic, he is probably a popular humorist, reduced to dire straits by the rigours of his thankless profession. A grim life, my masters. . . .

If, On the Other Hand . . .

If, on the other hand, you should see a stout, jolly man, happily discussing a fillet steak and bottled beer, he may be one of two persons. He is either the author of those terrible soul-searing poems of a soul's agony, or (even more probably) the purveyor of those jolly plays about skulls and icy clutching fingers and corpses in cupboards, and screams in the night. Who wouldn't grow fat writing cheery stuff like that? I am told that Bram

Stoker, who wrote the world's eeriest ghost story—vampires sucked your blood at midnight, you will remember, and lost souls howled at you in the shape of wolves—was one of the stoutest, cheeriest coves who ever lived. As well he might be.

"Flying Is Safer . . ."

"FLYING is a good sport," says Air-Marshal Sir Sefton Brancker, "and far safer than riding to hounds." That, to use the old saying, is as it may be. Certainly it is a rarer sight to-day to see a pack of hounds than to see a squadron of aeroplanes. And certainly your keenest rider to hounds will most likely make your best air pilot. But to the born flying man an insistence on the comparative safety of the adventure would tend to make the thing appear a trifle dull. I remember an estimable hotelier of St. Moritz once telling me that someone had been hurt on the Cresta and begging me (as a wicked journalist) to keep the dreadful news quiet. When I told him that Englishmen were not interested in sports where you did not stand a fair chance of bodily injury, his shrug was pathetically comic.

"Advertise," I told him, "that hundreds of limbs are broken daily."

"But, *mon Dieu*, they are not! Only once in a season——"

"I know they are not, but you want to attract the best people, don't you?"

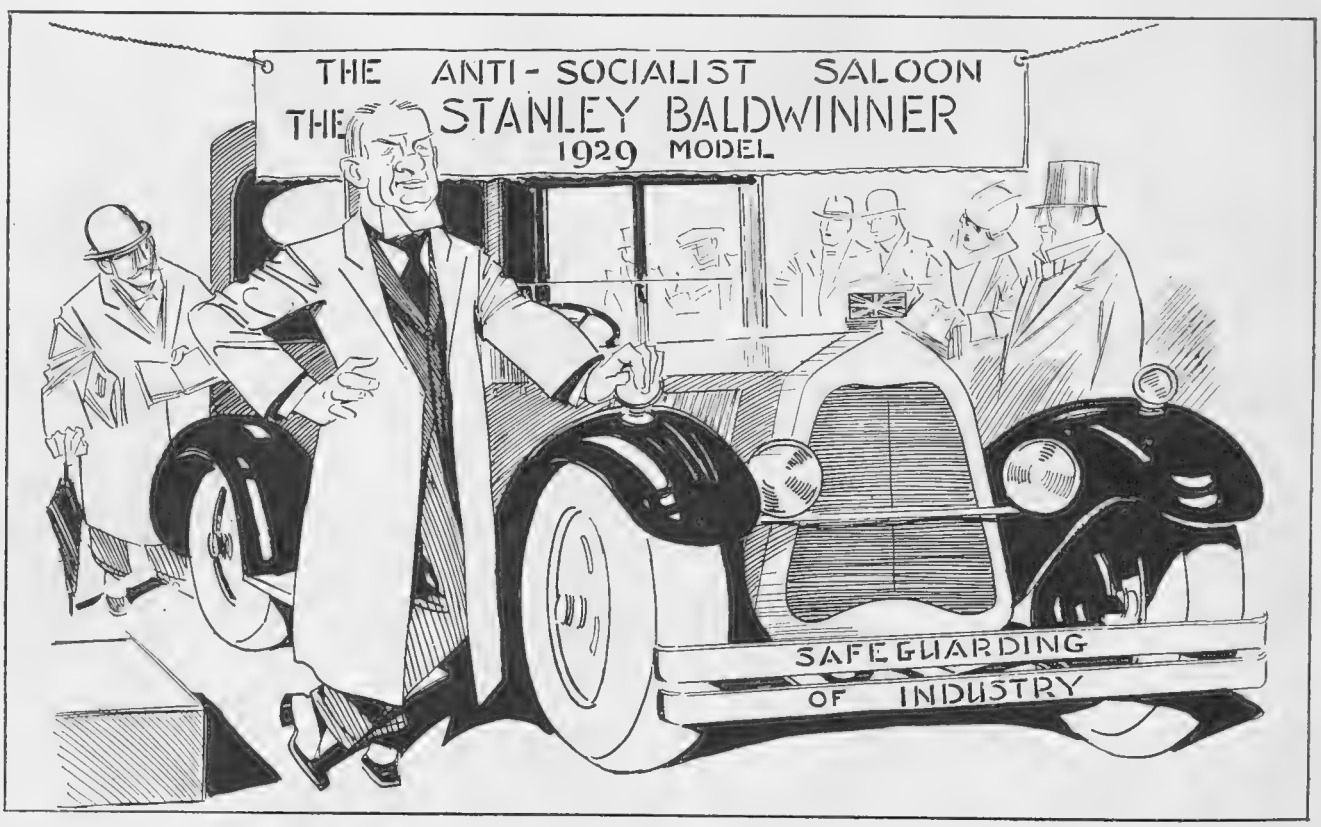
He gave it up at that.

The Great Charter

THIS week the good town of Bury St. Edmunds celebrates its historic connection with Magna Charta. Although even Macaulay's schoolboy could tell you that the Great Charter was signed at Runnymede, it is not so widely known that it was drawn up by Langton and his stout barons at the ancient and historic Borough of Bury St. Edmunds. And just as King John, that entirely regrettable person, must have looked upon the fine old town with intense dislike, so may we pay our respects to it with gratitude and affection.

Saves Us Our Cakes

IT is, indeed, cheering to receive proof positive from our friends, the lieges of Bury St. Edmunds, that there really *was* a Magna Charta to sign. Modern historians have robbed us of so much. With a zeal that is positively ghoulish they have set about their fell work with results which they—if not the romantically inclined—doubtlessly find very satisfying. They have demolished Alfred's cakes and Bruce's spider and Philip Sidney's pannikin of water, and even Dick Turpin's ride to York. Why shouldn't he have ridden to York? I have ridden to York (in a two-seater car) myself. Therefore I am delighted when a public spirit and a historic sense combine to preserve things that are old and good. Let us be vigilant. The historians (a murrain on them!) will soon tell us that the Tower of London never existed. As for Alfred's cakes, I swear they exist to this day. I had one at a railway buffet last week. . . .



AT THE "POLITICAL" MOTOR SHOW

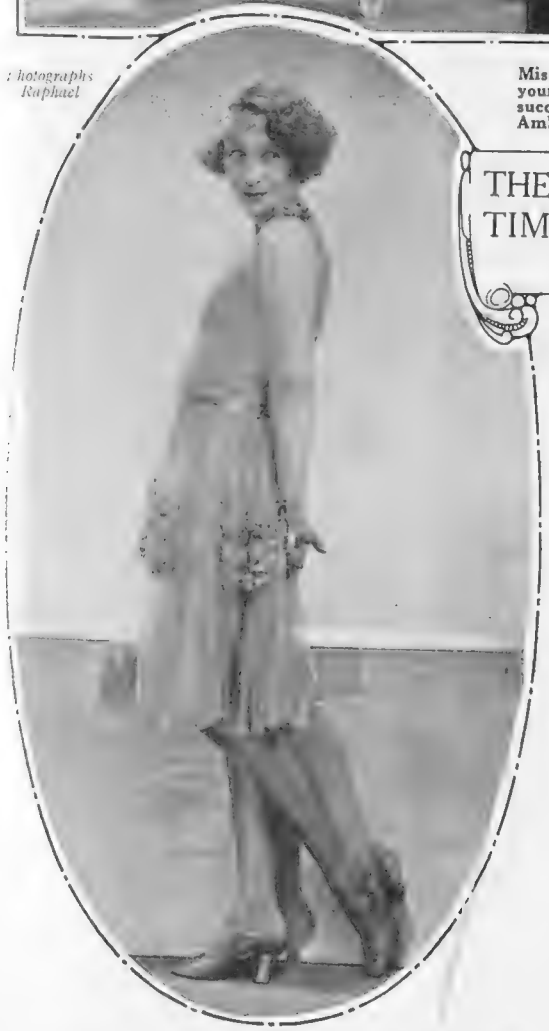
By David Wilson

Photographs Raphael

Miss Marjorie Stevens, the attractive young dancer who, after a most successful Ostend season, took the Ambassadors Club, London, by storm

A charming study of Miss Regina West in a pose of lace and grace. She has been making a great hit at the Abbe Theatre, Brussels

THE DANCING TIME O' THE YEAR



Dorothy Wilding

The winsome and dainty Miss Binnie Hale, who will shortly make a welcome reappearance in London Town in a new musical show entitled "Mister Cinders." This is a Julian Wylie production now on a short provincial tour

S. Georges

Ronni and Lucia, the two distinctive and attractive young dancers who made a great success in their season on the Lido. Since their return to Town they have been delighting audiences in the popular new cabaret at the Café Royal

THE LUCK OF THE NAVY

BY STAN TERRY

THOSE DENOUNCERS—

By Blanchette *Illustrations by HELEN McKIE*

LONDON, *October 8.*

DEAR COUSIN,

SEEMS the Denouncers are at it again . . . . and here's a rather particularly specially bright one just been working himself into a positive pious rage and fury about—whatever do you think? Those wax models in the shop windows of lovely ladies who simper and smile so engagingly in sort of Russian Ballet poses with their arms all gracefully poised as they display to our enraptured gaze all the latest modes at seven guineas or so reduced from seventeen, or words to that effect. Ah, there's the rub, as Mr. Shakespeare says— no, not the price, because I don't suppose said zealous reformer and Purity League expert *has* any lady friends to buy frocks for, and wife, if any, probably wears a flannel smock or something. . . . No, it's 'cos these models, you know—well, hardly like to mention it, but they're actually made these days to look rather like the real and authentic feminine form.

"Those wax models in the shop windows"

卐

AND not only to be seen in day or evening gowns (which is bad enough considering modern modes), but also quite often reveal horrid and shameless fact that we sometimes wear quite nice-looking undies and things, and not made of red flannel either. Even such most incredibly reckless and appalling things as garters to be observed, and, though blush to say it, positively even visible right above the knee. All of which, says this pure and proper guardian of pub. morals, "cannot fail to have a harmful effect on young minds." Doesn't say of which sex, but oughtn't someone to break it to him that girls anyway do mostly know they've got knees *and* the rest without telling, and if men don't they must be either (*a*) stone blind, or (*b*) living in some rather quiet little monastery, what?

卐

THEN there's a new Cocktail Denouncer on the *tapis*, too, who says they're becoming a menace to the country, and leading girls of seventeen to drunkenness (where *does* one meet all these fuddled flappers and mænad maidens, by the way?) And undermining all our consciences and health, and, what's more, the whole physical strength and *moral* of the Nation. . . . Doesn't it sound terribly awful, and all about a Martini or so that, if *I* know anything about them as sold at all the best restaurants, clubs, and places, wouldn't send the blood to the head of a fly—whatever the bill for 'em might do. And a Bishop's been denouncing a perfectly good Dean who dared to open a new bar at a highly respectable institute, or something, where lemonade's not the sole potion, and actually had a glass of beer himself. . . . Oh, sister, aren't they sure wonderful?

"Recklessly quaff a gin-and-ginger beer"

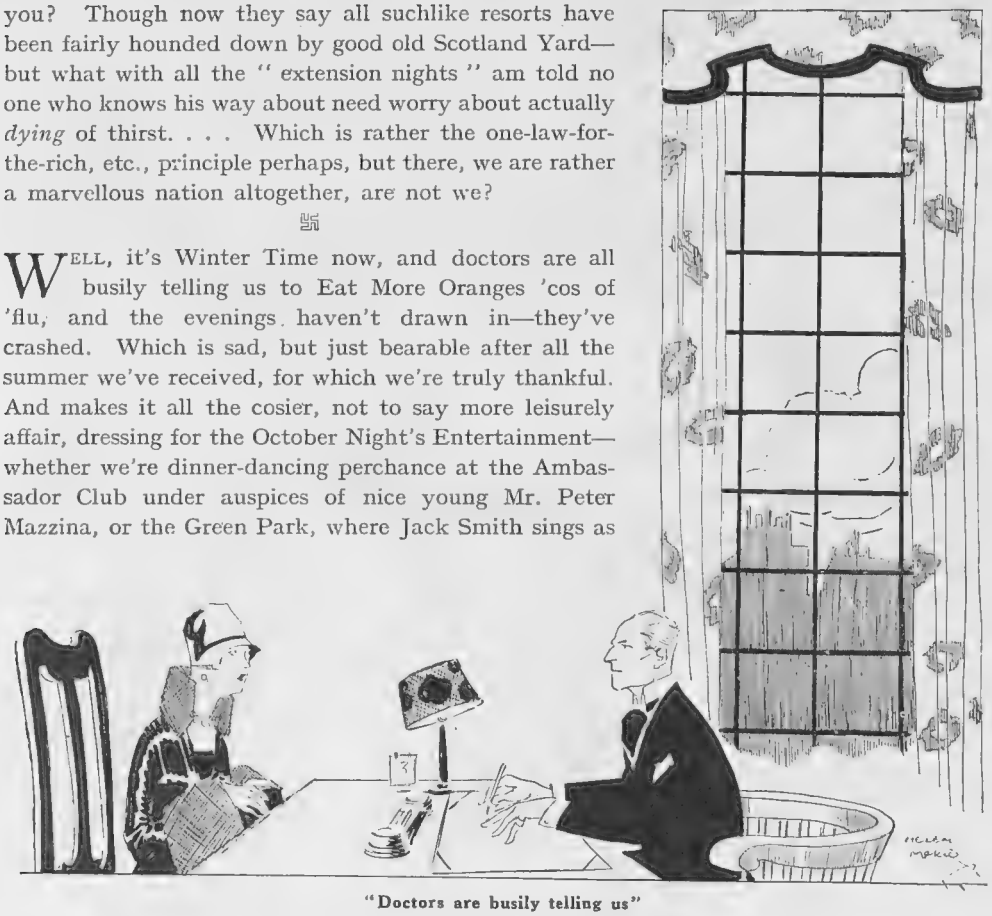
卐

BUT d'you know, believe after all they must really have some sort of purpose in the world, like wet days and wasps. I mean, make you appreciate things so much more when you know they aren't there, besides the rather warm and comforting feeling of not being them, like the publican or sinner in the Bible who was so terribly if humbly thankful he wasn't a Pharisee —I hope I've remembered it right. And help to make some people, I expect, feel quite dashing as they recklessly quaff a gin-and-ginger beer and feel they're right on the road to ruin, what? And would anyone ever really want to drink post-War ale out of a coffee-cup at a night club after half-past twelve if it wasn't because they were told they oughtn't—I ask

you? Though now they say all suchlike resorts have been fairly hounded down by good old Scotland Yard—but what with all the " extension nights " am told no one who knows his way about need worry about actually *dying* of thirst. . . . Which is rather the one-law-for-the-rich, etc., principle perhaps, but there, we are rather a marvellous nation altogether, are not we?

卐

WELL, it's Winter Time now, and doctors are all busily telling us to Eat More Oranges 'cos of 'flu, and the evenings haven't drawn in—they've crashed. Which is sad, but just bearable after all the summer we've received, for which we're truly thankful. And makes it all the cosier, not to say more leisurely affair, dressing for the October Night's Entertainment—whether we're dinner-dancing perchance at the Ambassador Club under auspices of nice young Mr. Peter Mazzina, or the Green Park, where Jack Smith sings as alluringly as ever, and Charles Paston so ably supervises the restaurant where the food is as good as the prices are reasonable, or visiting the Café Royal, where Gracie Fields is proving a bigger success than ever, and Leo Deslys and Keno Clark sing as alluringly as Ronni et Lucia dance. Some little joyful anthems, too, methinks, not to say hallelujahs, arising from the theatres now their hated rivals of the open air are dead, or, anyway, in cold storage till next time. And glowingly and flashingly and invitingly the white lights beckon across Piccadilly and Shaftesbury Avenue and St. Martin's Lane and Aldwych and the Strand to the warmth of pit or stalls with all their accompanying thrills of romance.



"Doctors are busily telling us"

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OR mere light laughter and pleasant oddments as provided, *par exemple*, at the dear old Palladium that they've just bucked up so terrifically and peppered with stars, so to speak. Like dear Mr. Billy Bennett with his funny moustache and his chat about nothing particular (including sailors who, he says, aren't too—any more than sailors care). Also nippy Gracie Fields with her Lancashire accent (when required), likewise ditties such as not uncelebrated " Ramona," or—

How can I laugh,
How can I sing,
How can I do
Any old thing
Without you, sweetheart?

卐

M.P.s still on their long, long holiday, though some of 'em speech-making in the Shires, but Law Courts open again to-morrow as ever is, and all records in divorce cases going to be broken they say—aren't we getting properly Americanised? And from said Shires there comes, too, a whisper of the huntings days that come with the nip in the air and that Mr. Siegfried Sassoon once wrote so fondly about—

When half the drowsy world's abed
And misty morning rises red,
With jollity of horn and rousing cheer
Young Nimrod urges on his drowsing rout.

These poets do have some rather nice picturesque ideas sometimes, do not they, what?

With love, yours ever,

BLANCHETTE.

"Records in divorce cases"

LADY WIGAN SENDING HER GIN OF GLENDARUEL OUT TO RETRIEVE

A Spaniel Come to Judgment

Some of those who spent a happy "dog day" at the Field Trial Meeting of the Eastern Counties Spaniel Society. This was held recently at Six Mile Bottom, Cambridgeshire, and was thoroughly enjoyed by dogs and owners alike

MR. AND MRS. WILFRED PARKER WITH CANTAB SNIPE

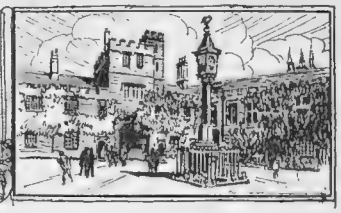
Photographs

MISS BRICE AND CAPT A. BEAL

Sport and General

CAPT. AND MRS. CUNNINGHAM REID

VARSITY NOTES



OXFORD

My Dear Bystander,

Once more we stand beneath these dreaming spires (what a disappointment the freshers must have, arriving at the station and seeing naught but gasworks!) exchanging the eternal Oxford greeting: "Had a good vac?"

Some of the really brightest young chaps (I mean those who passed in French in "smalls" at the first shot) have apparently been escorting parties of beautiful Americans round Europe—combining business and pleasure pretty thoroughly too, I'm told! Others, less bright, but more brawny, have been helping the harvest home in the wild and woolly west of Canada. But for the large and lazy crowd of us I expect it has been just another series of days wasted away, and the thought of books unread makes the prospect of facing our tutors rather doleful. It would take more than a fiery tutor to make us read "Stubb's Charters" in August, though.

But work was ever a depressing thought, and it's good news to hear that Graham Taylor has got seven other old stalwarts to help him teach Cambridge Rugger. J. M. Bannerman is to be up again, and he alone almost ensures a first-class scrum. Apparently the Soccer people, too, are going to keep up their winning sequence, and with seven old Blues in the hockey team we are all expecting to avenge the defeats of past years.

The Union, like the Martyrs' Memorial and the O.U.D.S., is still with us, and I hear that it is to be more serious and politicalthan ever this year as a result of protests made by our M.P.s in embryo at the flippant motions introduced. Two of the leading orators, Quintin Hogg and Gresham Cook, actually raised their voices at Yarmouth.

Do you know, Bystander, I think the cinema must be of great educational value, else how ever did all those people pass schools last term. And talking of the flicks, I met the genial Mr. Seymour in the train coming down, and he tells me that Oxford's favourite film stars are Laura La Plante and Reginald Denny, and so that our shrieks of delight at Lovely Laura can't be heard by Prowling Proctors the "Super" is now equipped with a gigantic organ.

Is Mr. Eyres-Monsell going to fight another duel? Are the musicians of the O.U.D.S. going to compose another song success like "The Big Blonde Boy"? All these burning questions will have to be answered later on, the need of the moment is the raising of a gown so that once more we can raise our voices in lament over the Hall dinner.

Yours ever,
Charles.

By John Gordge

MISS-UNDERSTOOD

Joan: "What does '*je ne sais pas*' mean, Uncle?"

Uncle: "Oh—er—'I don't know,' Joan"

Joan: "Good lord! And you're a French master at a Public School!"

CAMBRIDGE

So I am the "nice boy" who is to sit in Rab's illustrious place. Four months have passed since my predecessor first donned his bowler and "butterfly collar" and took unto himself some such name as "Auntie Minnie" of *Judy's Journal*. No stiff collar yet encircles my young neck; no bowler hides my uncombed shock of hair. Another year must pass before that fatal transition from the soft, yielding "Coloured" to the hard, restraining "White." During which time I am to take up my pen weekly to write about the exhilarating events that happen at Cambridge.

I always return to Cambridge for the Michaelmas term with mixed feelings of profound relief and utter consternation. Happy that I have escaped those charming people who greet you with: "Hello! Do you ever do any work?" I writhe at their ignorance and presumption. Will they never realise that a Varsity career is one of complete bliss, a pipe of Empire tobacco, a comfortable armchair (if and when you can find one among the Victorian bric-à-brac with which your landlady furnishes your rooms), and interminable dreaming until you are taken to the college gate by the porter, your hand in his, kissed, and ushered into the first taxi? Or those who exclaim: "What! Not back yet? Gracious me! How much longer?" They, too, fail to grasp the very significant fact that the particular vacation in question is called the "Long Vacation" and should be taken *au pied de la lettre*. Yet I am alarmed to think that once more I must bring forth my much-thumbed Mrs. Beeton in order to learn anew how to boil my morning egg. Afraid also that I may fail to recognise the familiar features of my fellow-students, whose faces look as if they had rifled the property bag of some travelling show.

But talking of shows reminds me that the Festival Theatre have arranged a very attractive programme for the term. They open the season today (October 10) with Bernard Shaw's "Heartbreak House," which is to be followed by one of Pirandello's plays, "Six Characters in Search of an Author." Among others they are producing are the expressionist play "The Hairy Ape," by Eugene O'Neill," and "The Subway," by Elmer Rice, author of "The Adding Machine." Shakespeare has not been forgotten, "As You Like It" being booked for the second week in November. They are also restaging W. J. Turner's "The Man Who Ate the Popomack," a play which they produced with much success soon after the opening of the present theatre. The two other works which go to complete the programme are "Prometheus," by Trevelyan, and "Marriage à la Mode," by Dryden.

Bernil.

Some Amateur Soccer Clubs

BY MAC

No. 2—DULWICH HAMLET

Some of the stalwarts who have helped and are still helping to make Dulwich Hamlet a power to be reckoned with in the realms of Association Football. One of the mainstays of the Isthmian League, they give every promise of excelling themselves this year under the able leadership of Edgar Kail, the captain, who is an English International

Produced September 6, 1928.

By "JINGLE"

Illustrations by MACMICHAEL

THIS is an entertainment that ought to be popular with the ladies—since we have it on lyrical authority that every nice girl loves a sailor, to say nothing of the girls that are said to be not nice. The period of the story is not announced on the programme, but the internal evidence suggests that we are in the spacious days of Nelson and the usual war with France. The play opens at the Pelican Inn, at Portsmouth, where we see the "sailor lads a-dancin' heel an' toe," as the poet has it. Then Nancy, charmingly impersonated by Miss Lilian Davies, arrives on the scene, and starts the melody of the evening with a tuneful song about the Tavern Maid who is in love with all the sailor boys at once. This would seem to be going one better than the sailorman himself with his more prudent limit of one wife per port.

THEN the bright and breezy Lieut. Dick Manners, R.N., sails into the inn, and seeing a pretty girl around naturally wants to kiss her. One is not in the Navy for nothing, begad! But Nancy is not a girl to be kissed by all comers, however bright and breezy they may be. So Dick explains that he has fallen in love with her at first sight, and, *N.B.*, this is genuine. After which the course of true love suffers the usual setbacks in order to delay the happy ending for the final curtain. Sir William Candysshe arrives on the scene. He is no less a personage than the British Ambassador at Naples, and he offers to take Nancy to London and make a perfect lady of her. In spite of Dick's protest, she accepts the glittering offer, and duly takes her seat in Sir William's coach-and-four, while the Boots of the Inn brings out her luggage. This, as far as I could see, consists of a couple of Gladstone bags which, I suppose, hardly belong to the period except as an instance of intelligent anticipation.

TIME passes, and we next find ourselves at the very Grand Salon of the British Embassy at Naples. The Ambassador is holding some kind of a reception,

Stage Photo Co.

"BOW, BOW, YE TRADESMEN AND YE MASSES!"

Bob Blake (Claude Hulbert) quells the Neapolitan rabble with all the exclusive dignity of his position as a knight's courier. This is during the spectacular "Ballet of the Rabble" that is one of the great attractions of the show

and Nancy, who has moved with him to the Embassy in pursuance of her ladylike education, is ordered to keep herself discreetly in the background. Otherwise people might be asking who she is, and supplying an entirely wrong answer out of their own heads. Nancy, however, feels that she simply must come to the gorgeous party, and when the Princess of Pisa, who appears to be the guest of the evening, singles the young girl out for notice, the Ambassador does not consider it would be the correct thing to present her. Nancy feels the slight so much that she runs upstairs and assumes a nice frock and a diamond tiara, and then comes down and has herself introduced as "Lady Candysshe." A few moments later the Princess discovers that she has been fooled, and she runs outside, calling for air and her Sedan-chair in the same breath.

This leads to a scene that is usually described, I think, as a roaring farce. The Princess's chair is not available, and Mr. A. W. Baskcomb, who happens to be one of the guests, gallantly puts his own similar conveyance at the Princess's disposal. But Mr. Baskcomb's chair is, it appears, on the small side, while Her Highness, if one may so put it, runs a little broad in the beam, and it takes the combined efforts of three very pushful men to crowd her inside. And when at last the chairmen are able to stagger off with their load, the back of the chair is seen to bulge ominously and then to fall out in one piece, and the dear people in the house fairly shriek with innocent mirth.

Then we are shown the deck of a man-of-war, and it is here that Mr. Stanley Holloway gives his delightful rendering of the Song of the Sea that gives the play its name. Another quick change brings us to a Street in Naples, and we have the Rioters' Chorus. A huge crowd of men and women belonging to what has been called the under-lower class surge across the scene carrying lighted torches, and shouting and singing to the rattle of a hundred tambourines. The rioters circle noisily round the Embassy, and when they come swarming into view again we are treated to a "Ballet of the Rabble," which is the exhilarating climax of an extraordinarily spectacular scene.

As the voices of the rabble die away in the distance, Lieut. Dick appears in the Embassy garden. He is still in love with Nancy, in spite of her disregard of his wishes, and it is understood that he has broken ship and swum ever so far in order to be by her side again. Naturally, comparison is made with Leander's nightly little swim across the Hellespont with the same gentle object in view, just to show, no doubt, that great minds think alike. Dick puts himself in this way in the naughty Ambassador's power, since absence without leave in war-time is a capital offence. In fact, the Ambassador is now unmasked as the Villain of the piece, and in due course he gets what is coming to him, as the phrase goes.

At one moment Dick is slashing the Ambassador in the face with his glove, and at another time he grips the representative of England and throws him about like a Cumberland wrestler. From the amount of scuffling in which Sir William is involved during this play, it would seem that a diplomat's life is not all lavender, and we might even conclude that we draw our national representatives from the wrong class. We should almost seem to be justified in recruiting our future ambassadors from the ranks of our ex-heavyweights, so that if a soft answer failed to turn away wrath the dignity of the Empire might be upheld by a straight jab with the left.

The "Ladies and Gentlemen of the Chorus," as they are described on the programme, have not only been admirably trained, but are in many cases specialists in dancing, particularly in the hornpipe department. Miss Edna Covey is the *Prima Ballerina*, and she varies the more technical display of her art with an interlude of really comic fooling designed to emphasise the difficulties of the beginner in tip-toe dancing. Mr. Baskcomb is the chief humorist of the production, and he is ably seconded by Mr. Claude Hulbert, who has probably no equal as an eccentric dancer. "Song of the Sea" will no doubt be sung in the Haymarket for months to come.

JINGLE.

Frank Davis

"..... really, when all is said and done, why should I give a small fortune for Oriental pearls when the chances are a thousand to one that I'll never meet a single soul who'll know whether they're real or whether they're Ciro's?"

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WRITE FOR THE CIRO PEARL AND CIRO JEWELLERY BOOKLETS NO. 7 SENT POST FREE

An Item of (Good) News

G. Mannell

A camera study of Miss Iris Hoey. She has added to what the old-time reporter called "her Thespian Laurels" by her playing in "Good News," that bright and noisy show now running at the Carlton Theatre

Dress by LADY VICTOR PAGET, 10, Grafton Street, W.1, who recommends 'Celanese' Crêpe Malika for this Autumn ensemble.

Designers whose fingers are on the very pulse of fashion specify 'Celanese' for Autumn wear. The range of 'Celanese' fabrics comprise all that is correct, all that is most sought after by the modern mode, and to this magnificent display new colours and weaves of charming originality are constantly being added.

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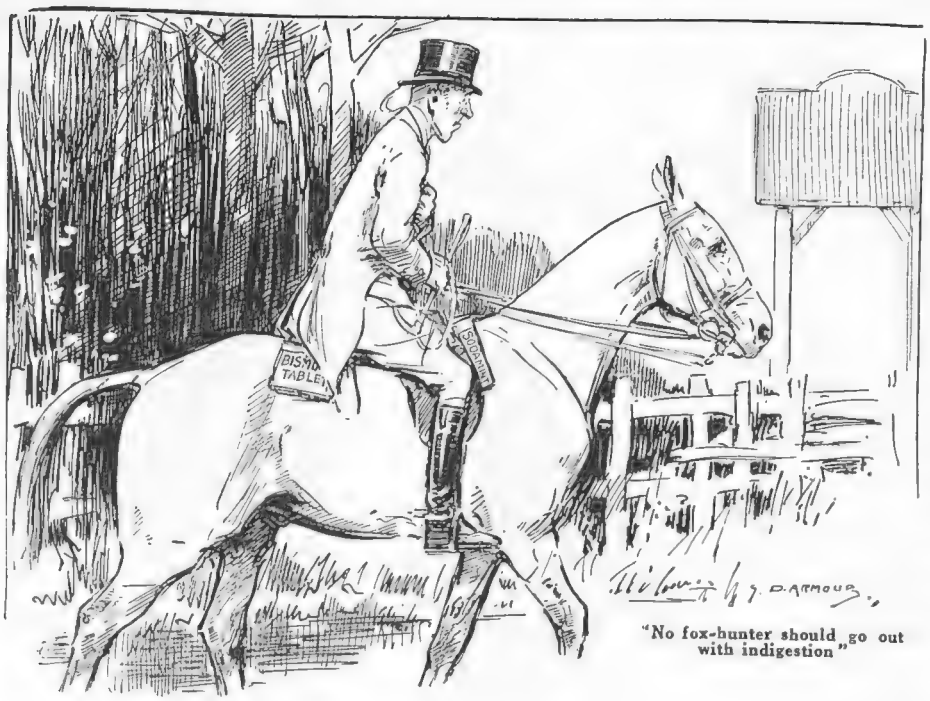

"No fox-hunter should go out with indigestion"

FOOD AND DRINK ALSO RAIMENT FOR FOX-HUNTERS

By "SABRETACHE"

Illustrations by G D. ARMOUR

Do fox-hunters take as much care about what they put inside them and outside them as they should? The question is one of some moment, for upon the nice distribution of these things depends, not only a good deal of the comfort of the *chasseur à cheval,* but even his or her life—at least so it suggests itself to me. Some people, in fact most people, are apt to be careless in these matters and seem to think that they do not matter the hoot of a Klaxon, but they do; and if the Editor allows me sufficient space in this short article I am hoping to prove to demonstration that no fox-hunter can be too careful in this regard. For instance, take the breakfast before the fox-hunt. No fox-hunter should go out with indigestion; therefore it is most important that he, or she, should not "partake" of this necessary meal after the manner of the sword-swallower who engulfs a sword-bayonet without flicking a feather off himself. Sword-swallowing is said to be a dying art, but no doubt many people who have lived in the pre-Luigi and Embassy epoch may have seen it done. Have a four- or five-course breakfast if you must, but for heaven's sake take it easy, no matter how nervous you may feel. Some people, as one knows, are in such a twitter that they make a very poor effort with, say, porridge and eggs and bacon and drop portions of this food all over themselves. Kidneys or sausages are safer for these persons who feel like nothing so much as a bowlful of quivering curds. This condition is never improved by a host who says: "Charles, you're off your oats—never saw such a bad doer!"

But you should not let brutality like this hurry or fluster you. There are hosts who at the porridge stage will feed like fox-hounds—of course, you have seen hounds wolfing their "pudding," the canine porridge—carry on with several eggs and bacon (or bacon and eggs), a brace of kidneys, and perhaps top off with a slice of cold ham, and, of course, marmalade; and it is this sort of person who makes these heartless remarks to the toast-nibbler and one-boiled-egg performer. Do not let them drive you to an undue speed, for a hunting breakfast judiciously stowed will make all the difference in the world to your sense of balance and poise in the subsequent proceedings.

Some people disdain "comfortable Bohea" or coffee on a hunting morning and prefer hock and seltzer, and end the repast with a bo'sun's nip of old brandy out of one of those glass goblets, which should be warmed, of course, over the thing that boils the eggs before being used; but these are usually fox-hunters of the golden Edwardian era of the chase when the grand manner was absolutely essential. I do not hold with this practice. It is far better to have anything of this kind placed in your hunting "monkey," or flask, overnight and given to the butler to be put on the saddle of your first horse against the time you may need it at the tryst, or meet, when you are told that, if they find him at home in Scratchface Gorse, there is only

(Continued on page 84)

"Against the time you may need it"

Alfieri

MR. SCHREIBER (left), MR. RENNIE, MISS LEGGE, MISS DRUMMOND MORAY, MISS HENDERSON, AND LORD CARNEGIE AT GLENEAGLES

Topical

SIR ERIC HAMBRO AND MISS L. ELGER WATCHING THE GOLF AT GLENEAGLES

Going Golfing in the North

Some of those who play their daily round at Gleneagles or North Berwick

Topical

LADY MARY CRICHTON-STUART WALKING AT GLENEAGLES WITH LORD TARBAT

Topical

ON THE NORTH BERWICK LINKS: LADY NEUMANN

Topical

THE HON. YOSKIL PEARSON AT NORTH BERWICK

J. C. H. Balmain

THE HON. MRS. ARTHUR DUTTON PLAYING AT NORTH BERWICK

The lure of the Northern links still holds many keen golfers in its thrall, and members of Society linger on at Gleneagles and North Berwick, loath to forsake the fairways of their favourite courses. Above are seen some of those who have been busy wielding their clubs to good effect

Photographs

LADY SERENA JAMES, MR. JACK ANTHONY, AND BRIG.-GEN. JAMES

Racing at Newbury

A MEETING IN AUTUMNAL WEATHER

MISS HARE AND THE HON. L. HERMON-HODGE

British Illus.

BRIG.-GEN. KENNEDY AND THE HON. MRS. GEORGE LAMBTON

Photographs

THE HON. HENRY AND MRS. TUFTON

THE HON. MRS. BEATTY AND LADY RONALDSHAY

Alfieri

THE COUNTESS OF ESSEX AND MISS CARDEN

Some of those who were present at the recent Newbury Autumn Meeting, which was held in cold but moderately dry weather; what rain there was, however, making the course somewhat treacherous. The Newbury Autumn Cup was won by Troubadour

(Continued from page 81.)
one line he will take, that over the Rollbowlorpitch Vale, noted in history for having few gates and not one obstacle with the ghost of an "if" or funker's hole.

There is this further: spirituous liquor invariably causes the patient to come round far less quickly and even may produce a state of temporary or even permanent insanity, or battiness, as some people prefer to call it. Concussion of the brain is unpleasant at all times, but doubly so if it remains more or less permanent. I know one fox-hunter, a man of peerless bravery, who, even to this day, cannot refrain from stopping in his walks abroad in the City of London and dipping the point of his umbrella in every puddle and then sucking it dry. This was caused by an end-over-ender in the Fernie country—over some of their famous ash rails. My poor friend was, and is, one of those who believed in the Jorrocksian method of oceans of port of the real black strap order, and who thought that James Pigg (Mr. Jorrocks' huntsman) was right when he said that "brandy and 'bacca will gar a mon live for ever."

All wrong, I feel sure, and how they did it I don't know. The M.F.H. just referred to, of course, never went a yard, but James was a real tiger and never got off voluntarily, as Pomponius Ego discovered when he offered to hold Pigg's horse so that he could dismount and pull some binders out of a peculiarly uninviting obstacle.

I have always doubted whether those fox-hunters of the times referred to as the "good old days" did as the pictures of them would have us believe. Of course, they may have done, as they started business almost before it was light, hunted their fox on his drag to his kennel in the corpse or the "goss," and then killed him at candle-light, so they had plenty of time to let the drink die out of them; but we do not do things like this in these modern and, as we are assured, more degenerate days. How those old blades and bloods got away with four bottles of port each and kept it down with punch and then managed to face it in the morning I do not know.

And (according to the pictures—Herring's and Alken's, etc.) they used to jump places we never see to-day, double flights of high rails with a river between, stone walls as high as those used for Hanwell, and many other things like enormous stiles, and bullfinches like Hampton Court maze.

I feel certain that they were not as careful about their eats and drinks as they should have been; either that or the historians and the artists were triflers with the truth.

Then as to raiment: never wear those things which only fit where they touch. Remember you have got to be in them all day, and once the battle starts have no chance of changing unless you take a dive into a navigable arm of the sea or brook and go to a farmhouse or an inn and borrow the farmer's great coat and trousers and wait till your own dry or they can get you a motor or a milk float to take you home. I once knew a fox-hunter whose whole day was spoilt because his breeches shifted round till the buttons were dead on his shinbone. He said he couldn't dream of jumping because of the agony in which he was. Some people who knew him better than I did said (unkindly) that it was not the buttons at all, and that he wouldn't ride over a sheep hurdle lying flat on the ground; but I was more charitable, because I know how a button can hurt and how it makes you feel as if you were booked for varicose veins at the least.

"In any case, all hunting 'kerchiefs should be big"

Those Spartan boys and the cats—wasn't it cats or foxes?—may have liked that sort of thing, but to really enjoy the fox-hunt comfort, combined with a definite measure of elegance, is your line.

Again, about handkerchiefs—are we as careful as we should be in the colours which we select? A delicate primrose peeping out of the breast pocket of a pink coat looks very dressy, especially if it goes with some violets worn in the buttonhole—but let us pause before we adopt it. Yellow, or any other light colour, shows the bloodstains most terribly and looks horrid. I suggest something with a good deal of red in it is far more suitable and workmanlike. When tied round the head no gore is visible. In any case, all hunting 'kerchiefs should be big: no small thing about the size of a doily is of any use as a sling, and still less as a bandage for a broken leg. This is a mere detail, and is not intended to present a *macabre* impression of the joyous fox-chase or put any intending fox-hunter off, but is, if you will believe someone who thinks he knows because he has proved it, a sound and workmanlike suggestion.

I do not claim to have covered even one-half of a subject which literally bristles with possibilities, but I hope that at any rate I have managed to indicate a few of the reasons why fox-hunters should be extremely careful in the matter of food, drink, and clothes—especially in the second. "Sabretache."

"Does your husband ever take any hard exercise?"
"Well, last week he was out seven nights running!"

. . . . . .

A naturalist declares that the bittern is the most untamable of birds. So it is true that bitterns never shall be slaves.

Legal Aspects by H. M. Bateman

No. 2. LEARNED COUNSEL: ATTACK OR DEFENCE

A RUGGER REVERIE

"SHAMATEURISM"

By PENDARVES

I THINK this is such a delicious word that I am constrained to make use of it—it is borrowed, that is to say—for the benefit of such as may not have come across it yet. It means, I understand, a man who plays amateur Rugby football and yet who is not quite—er—well, playing cricket at the same time. Of course, it only applies to Rugby League footer, as opposed to the omnipotent, all-highest and most excellent Rugby Union ("Com-pny *Sharrr"!*) autocracy. And so we sea-green incorruptibles and defenders of the faith of our Rugger-playing fathers know nothing about it.

But Wales knows a lot about it. And Wales is rightly and properly very worried about it. Hence a word or two on behalf of Wales (not at all: delighted: well, just a spot, p'raps). It appears that a species of camouflaged amateurism has been creeping into Wales from over the Border. They play a lot of professional Rugger in the Midlands and a certain amount in counties abutting on Wales, apparently, and it is said that some Welsh players have been beckoned over the Border by the prospect of much monetary gain, and "tried out" in a League game. That some of them have been found wanting and have been returned empty, as 'twere, to resume playing for their innocent club side and that was—er—*that*. Of course, by so doing they instantly and permanently lose their amateur status and seriously jeopardise the status of their clubmates. They are, in fact, sir—not nice to know.

Needless to say the Welsh Rugby Union, on finding that this was so happening, became, from all accounts, as flustered as an old hen in an orchard when a wire-haired terrier has dashed in amongst the brood. But surely the medicine is a simple one? Out with the man so caught for ever and ever from any club game thereafter in Wales, Honolulu, or Pekin. The Rugby League has, it seems, agents in Wales, and one presumes in England, too (the poor devils must surely be on the dole in the Twickenham district?), looking for likely candidates whom they can "sign on," and with whom they can arrange "transfers." Good *heavens!*

One is glad of the opportunity of ventilating the matter for the Principality, because from Wales have come, and doubtless still will come, some of the finest sportsmen and best exponents of the game that ever broke a Rugger boot lace. And the idea of making money out of playing the game of Rugger, or even flirting with the suggestion of such a thing, is so abhorrent to the minds of most of us that the sooner Wales is able to bang the mosquito against the counterpane, *plonk!* the better pleased we and that country will be.

A little writing on the wall, however—and the ruder the inscription the better—is not inopportune at the moment for one very simple but cogent reason. The popularity and increase of this most magnificent of all team games (as played by *us* and not by them) has been so marked in England—increasing much more in England than in Scotland—that it is expecting rather too much of frail human nature to suppose some person or persons unknown will not arise presently and say "Boys, there is money in this, take it from me." Any game, alas, which attracts regularly to turnstiles great chunks of the population of cities attracts also the money-changer and the usurer and the what-nots. And I can't help feeling, with a shiver of foreboding, that the time is not far off when we shall see Rugger being played professionally, and highly scientifically, within a sixpenny 'bus ride of Hyde Park Corner.

If such a dread day should come there is one comforting reflection. That from the Rugger-playing schools, which are the principal means of contributing to the week-end delight of all us old grousers in the Strands and on the hundred and one touchlines, come young men (old in their ideas, they will tell you) to whom the tradition of straightforward-and-no-purple-nonsense AMATEURISM at any game they take a hand or foot in is almost a religion. And any attempt that may be made to upset a doctrine that is bred in the very bones and sinews of them will meet the force of an opposition which will be as powerful as it is contemptuous. I firmly believe that if the Harlequins were playing Blackheath to-day on the Rugby Union Ground, and the professional "Ovals" were pitted against the "Uprights" for a League Cup (or whatever it is they hand out) in a field next door, the latter ground would be as empty as the 'Quins' ground was well patronised.

You may say, "What is all this about? Rugger is Rugger, and professionalism in any shape or form simply doesn't come into our ken at all—the man is in his dotage." And that is *pre*-cisely what I would like to hear every one of my four million five hundred and sixty-three readers (net certified sales, no coupons, and increasing daily) say!

Sport and General

WELCOME HOME

Members of the English Rugby League who visited Australasia photographed on their return to England after a successful tour. They are seen on board the Duchess of Atholl at Liverpool

Kismet!

BY JOHN HASSALL

Fate of the little boy who called the Sheikh a Cinema Star

"BABY

BY HOWARD K. ELCOCK

BY MINE"

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"He ate just like a native; I could almost picture him squatting on his haunches"

IN THE FOOTSTEPS OF BACCHUS

No. 1—PERNOD

By ARTHUR MILLS

Illustration by A. W. SINDALL

THE coast of England was just showing through the haze that lay over the Channel. How good it was, that first glimpse of our own misty, wind-swept isle. The sailors, bluff, ruddy-cheeked sons of the land that still rules the waves, were stacking deck chairs. In the bar the cross-Channel passengers forgathered were for the most part drinking beer. By St. George and the Dragon it was good to get a glass of British beer again after many wanderings! As I watched these other sons of Britain, some stolid and some jovial, but all, like myself, infinitely content to be able to obtain their national beverage once more, my thoughts turned to other drinks in other lands. I wondered whether in the days to come, if I could take a glass with me to the fireside and fill it as I chose, Old Bacchus himself would people my mind with souvenirs.

They would be many and not uninteresting. Caña rum, relished by the cowboys of Argentina; gin, that universal remedy for all ills upon the China Coast; green Chartreuse, from nearby the cloistered monastery of Savoy; saké, the potent spirit of Japan; pernod, the Frenchman's drink, which would take me back to French Indo-China, the queerest country I have ever visited. For imagination's sake I will pretend my glass is filled with pernod now, though, thank Heaven, in actuality the liquor is brewed from good Kentish hops.

Many people may not know what pernod is, so let it be said at once that it is absinthe with the "kick" officially removed, but not always so that one would notice it. We used to drink pernod on the *Cap Varella*, the half-passenger, half-cargo boat in which I voyaged to Saigon. We were a rum crowd, officers of the Infanterie Coloniale, French Government officials, business men, traders, rubber planters, and here and there a derelict washed off the European shores. As the voyage continued so the habit of taking the evening *apéritif* with the same companions developed. My two drinking partners were both bound for Laos, one was a Frenchman, an officer of the Garde Indigène, the other an Annamite district administrator, whom I at first mistook to be Chinese. The Annamite, by name Nygugen (which in Annam is the equivalent of "Smith" in England or "Abdullah" farther East) was a gay little fellow who, after three years in the back blocks, was returning from a visit to Paris with empty pockets; the French Garde Indigène was a curious-looking fellow, who had spent his whole life in the back blocks of Indo-China. He had three daughters, who looked as though they had a touch of colour. Both he and Nygugen were regarded slightly askance by the higher-grade French Government officials on board; however, I can only say I am glad to have made their acquaintance. Over our evening

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pernods both of them frequently urged me to come up with them to Laos. A charming place, they assured me.

I had heard a little of Laos, until recently one of the remotest countries of the world, only to be reached by a long journey up the Mekong River or on the back of an elephant from Tonking; and all I had heard was now confirmed by my two companions. As the officer of the Garde Indigène told me: "the people have no need to work; they have quantities of fish in their rivers; wild game abound; there is wood for fuel. The Laotien does not want money, and when the French try to collect taxes he has none with which to pay; but they are a most pleasant, hospitable people. You arrive in your canoe at one of their villages; the whole village comes down to welcome you. They invite you to sit round the common bowl of wine; in the evening they entertain you with music, song and dance; they have no money to pay their taxes and they don't care. After you have stayed in the village a little while you don't care either."

All this the officer of the Garde Indigène told me over our pernod, and I began to understand why only those *fonctionnaires* who were already hopelessly in disgrace were sent to Laos, where amid such Utopian surroundings they quickly lost the last vestige of sense of responsibility, took to themselves Laotien damsels as wives, and, like the Laotiens, lived happily and uselessly ever afterwards. That was in the old days, of which my friend the Frenchman was a pioneer and his three slim, white-teethed, black-eyed, black-haired daughters living witnesses.

After forty days we came to Hanoi in Tonking, where Nygugen had promised he would make all arrangements for a motor car to take the three of us by the new road that had just been opened into Laos. Meanwhile the Frenchman busied himself putting his three daughters to school. He was itching to get back to Laos, but Nygugen was not. Nygugen had tasted the delights of civilisation in Europe. His talk on the boat had been all of the wonders of Paris and Biarritz. Now at Hanoi he put up at the best hotel and spent his time enjoying all the amenities of civilisation that white men had to offer.

Day succeeded day; each, Nygugen assured me, should be the very last that we would spend in Hanoi. At length the Frenchman grew impatient and declared that he at any rate must start for his own post. Nygugen was giving and attending a series of parties, and declared he must remain one more night. He evidently loathed the idea of returning to native surroundings. He said if we would take the train to Vinh, the starting point for Laos, he would order a car to be in readiness for us there and come down himself the following day.

The Frenchman and I took the train which follows the old Mandarins Road, a famous highway leading down from the North into Annam, along which many mighty leaders in their time have passed. There was a restaurant service on the train providing European food, but the Frenchman gave some orders of his own. I watched to see what they brought him—a large bowl of rice, smaller bowls of fish and meat, chop sticks, and a saucer of a brown gravy-like liquid. He took the chop sticks, took up a piece of meat, dipped it in the gravy, and shovelled it in his mouth; then, holding the bowl of rice close to his lips, shovelled in some of that as well. He ate just like a native; I could almost picture him squatting on his haunches.

"This is what we call Nuoc Mâm," he said, taking up the gravy and pouring some over the rice.

I drew back quickly, for I happened to know that Nuoc Mâm is made from the juice of fish left to grow rotten and ferment in big jars; the flavour of this horrible concoction is greatly esteemed by the natives, but the smell is terrible.

So this was how the Frenchman had learnt to eat; his increasing contentment was plain with every mile we drew nearer to the wilds. Twenty years ago he had come to Laos. One could see it all now. The villagers coming down to his canoe, the festivities—song and dance—around the common bowl of wine—some Laotien girl that was young and beautiful once and was now the mother of those three black-eyed, black-haired daughters. There he sat opposite to me, using chop sticks though a knife and fork were by his side, eating with relish that indescribably filthy sauce. If ever I met a man gone native he was one; it was rather dreadful to see so near. Then suddenly he said, "My daughters were sad when I went away. But they must stay in Hanoi and have a proper education. Some men would have left them behind in the bush."

I shall never forget those words, "Some men would have left them behind in the bush." However wrong the cause, what devotion to his children and what courage that Frenchman had!

As for Nygugen, we never saw him again. I suppose he remained in Hanoi enjoying the sweets of civilisation, which he, a man of colour, enjoyed with the same gusto as the white man felt for that terrible native sauce.

A. M.

AN INDIAN MEET *Willie Burke*

A photograph of the invitation meet of the Khallikote Hounds, which was held at the Municipal Crossing, Ootacamund. This was the first time that a foreign pack has hunted the Ooty Downs, the Rajah of Khallikote summering his pack in Ooty, and being invited by the Ootacamund Hunt to have a day's hunting in their country

The Camera in Action at Three House Parties

Express Photos

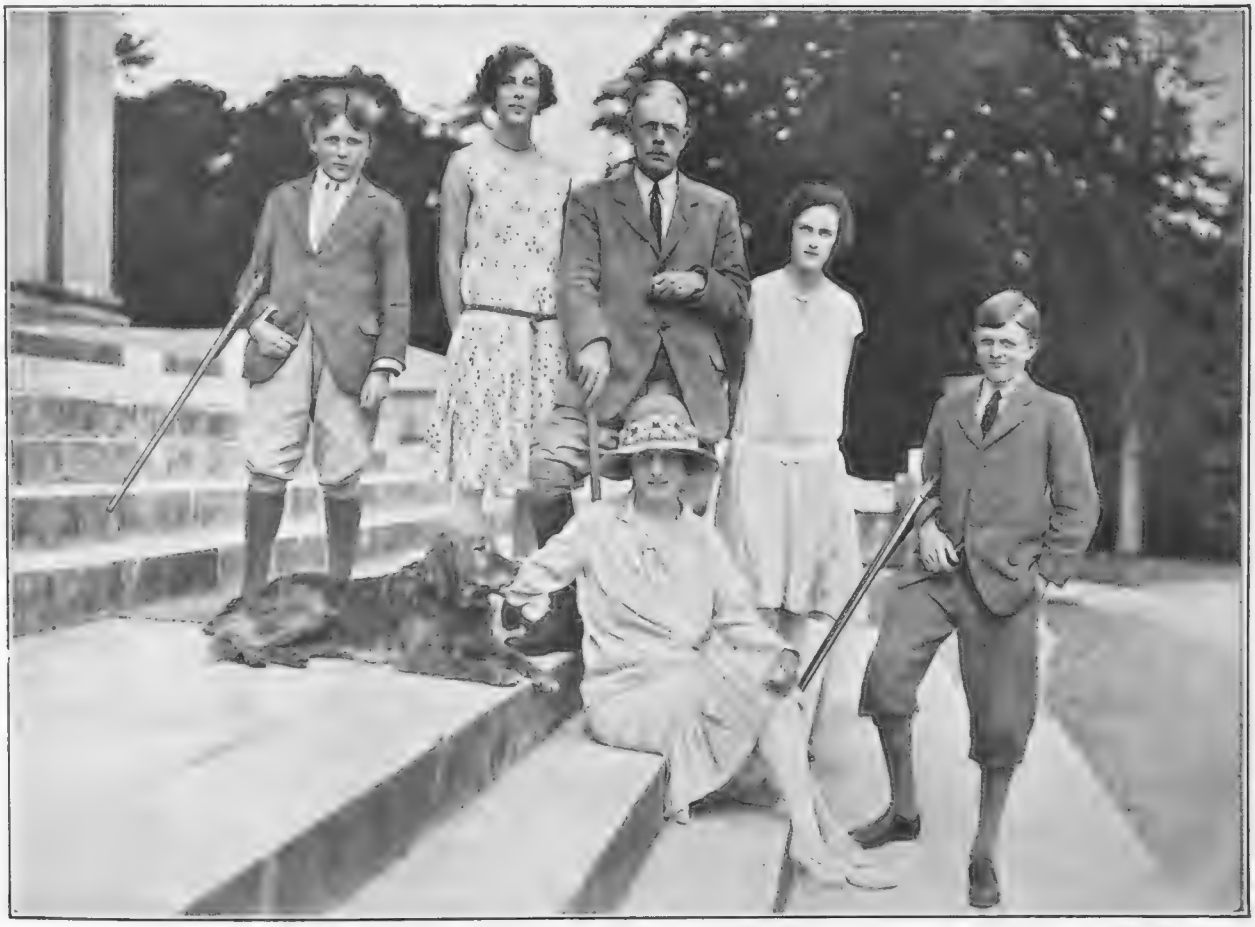
A MORNING STROLL

Lady Jane Egerton, Lady Bridget Douglas-Home and Miss Jean Scott. They are seen taking a little exercise in the grounds of Douglas Castle

Crane and Rodgers

UNDER THE ARCH

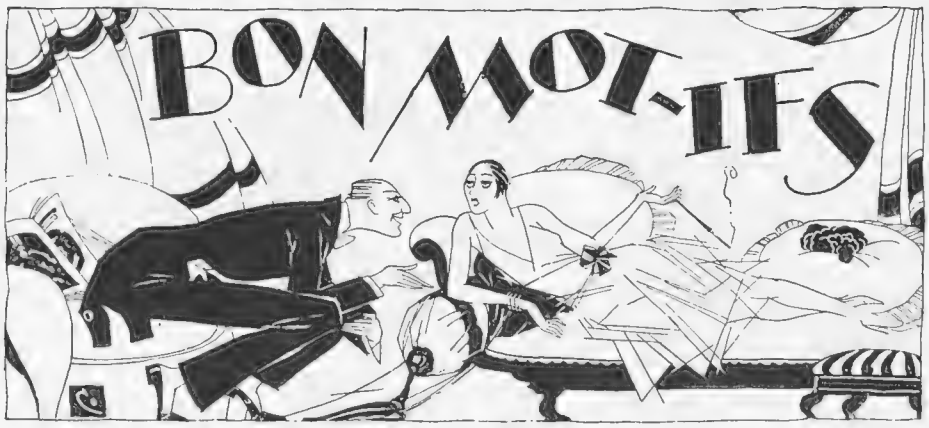
A photograph taken in the grounds of Polmaise Castle, Stirlingshire, during the house party given by Mrs. George D. Hope. The group shows Mr. E. A. Millinger (left), Joy Lady Heath, Lord Younger, Mrs. George D. Hope, and Mrs. Hay Newton



IN THE LAND OF THE SHAMROCK

Poole, Waterford

A group photographed on the steps of Kilboy, Nenagh, in Tipperary, which has recently been rebuilt after being destroyed in the Irish Rebellion and where Lord and Lady Dunalley have been entertaining. The group comprises the Hon. Terence Prittie (left), Miss Margot Oakley, Lord Dunalley and Lady Dunalley, who is seated in the foreground, Miss M. Gillespie and the Hon. Desmond Prittie



By HARTLEY CARRICK

A WILL recently admitted to probate was written on an Abernethy biscuit. It looks as though the testator was ready at any time to eat his words.

. . . . . .

A CORRESPONDENT wants to know the most original Spoonerism on record. Does he remember the action of the late Warden of New College, who, when he spilt some salt, poured a glass of claret over it?

. . . . . .

A CONTRAST

(*a*)

Bond Street, Bond Street, Bond Street in the morning,
Autumn sun ashining, golden girls aglow,
All their pretty frocks their pretty selves adorning,
London never gave us a gladder show, I trow.

(*b*)

Bond Street, Bond Street, Bond Street in the morning,
Filthy dirty dustbins piled in a row,
All the decent laws of sanitation scorning,
London never gave us a sadder show, I trow.

. . . . . .

"HAS your wife turned out a good cook?"

"Yes; she sacked her this morning!"

. . . . . .

SOME things we never hear:—

"I've been grossly overpaid for years."

"It weighed exactly 4oz."

"John, I absolutely refuse to let you buy me a new hat."

"I did the last hole in eleven."

"It didn't come off in my hand, m'm; I just smashed it!"

STAGE SILHOUETTES

(Miss Violet Loraine is returning to the stage.)

I think that most of us agree
She is a Queen of Comedy.
How gladly then we'll greet again
Both Vi Loraine and Vi, la reine!

. . . . . .

WE are informed that there is now a craze among ladies for toe dancing. That craze ought to be y'cleptoemania.

. . . . . .

A SCHOOLBOY'S howler: "Moses was an oyster (austere) man, and made toe-ointment (atonement) for the shins (sins) of his people."

. . . . . .

WHO wrote: "What is one man's mate is another man's poison."

FAMOUS HOSTELRIES

("*The Trout*" *at Godstow*)

At Godstow weir fair Rosamond,
Beloved of Henry, blithe and blonde,
The secret of true love once conned.
Time goes, we're told, but, on-way,
If to this hostel you should stray
I guarantee that you will say ..
At Godstow we're
O.K.

. . . . . .

A WRITER in a motoring journal condemns those drivers who keep too close to the kerb. In future we shall refer to these delinquents as edgehogs.

. . . . . .

TO-DAY'S query: Is it true that the Isle of Wight authorities are still determined to let things slide?

. . . . . .

"YOUR dog looks very seedy."

"Yes, this cold weather has put him off his feed; he feels it in his bones."

. . . . . .

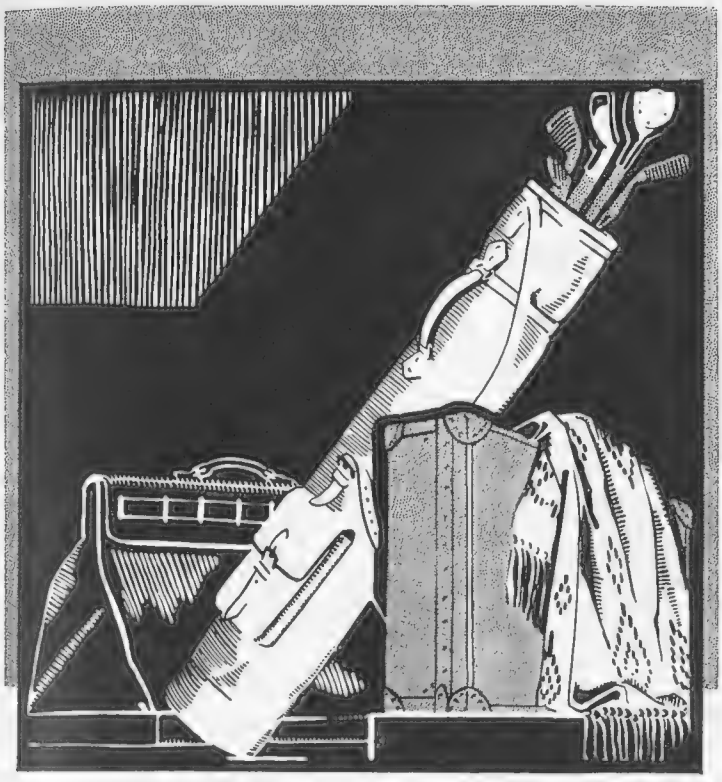
A SPORTING scribe says that good-looking footballers are a great asset to a club.

Jones is an expert at the dribble,
None better with the ref. can quibble,
But he, alas,
One drawback has,
His looks are simply negligible.

By JACK GORDON

"OH, WHAT A CHARGE THEY MADE"

CUSTOMER: "What! £450 for a second-hand Stucco?"
SALESMAN: "Ah! It's a supercharger, you know!"
CUSTOMER: "By gad, sir, so are you!"



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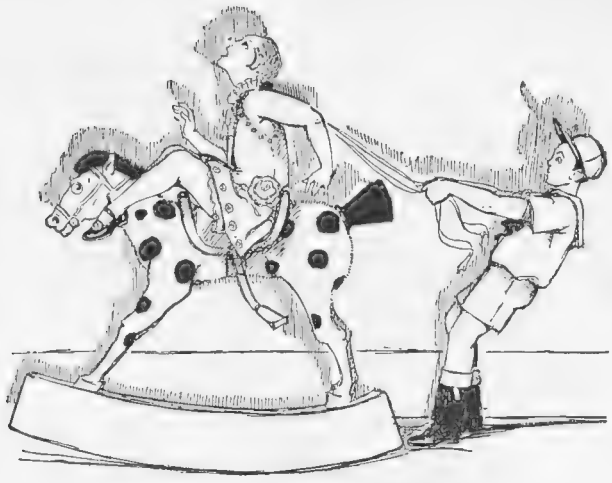
PARISIANA

By RENÉ

Illustrations by MARCEL PONCIN



"These anti-feminists"

MES AMIS,

YOU remember that Parisian of Parisians, Leon Daudet, who one day made the whole world laugh, and unconsciously added to his own reputation as a humorist, by walking out of prison, his friends, unknown to him, having audaciously telephoned to the unsuspecting Governor ordering his immediate release. M. Daudet, who had been incarcerated for employing threats to Ministers, said, when he learned the truth, that he was ready to walk back into prison, but, instead, he got into a motor car and took a ride across the frontier into Belgium, where he has been ever since.

YET, though he maintains his voluntary exile rather than submit to the two or three months' imprisonment which was all that remained to serve, Leon Daudet keeps us closely in touch with his thoughts by regularly sending contributions to his newspaper. And a recent one leads us to imagine that, like the looker-on who sees most of the game, M. Daudet sees more of what is going on in Paris than do the people who are here in the flesh. Perhaps it is wrong to say "sees" more. Strictly speaking, it should be "inhales" more, for M. Daudet's revelations appertain to matters olfactory.

LEON DAUDET announces a peculiar discovery. He says that the Parisiennes to be met with on the boulevards and in the *salons*—most of whom, of course, came from the provinces originally—"exhale a different perfume" according to the flora of the region where they were born and had their upbringing. Thus, in detail, the Provençale spreads about her an aroma of lavender, thyme, and plants of the *montagnette*. With the Bretonne, it is broom, with the Lyonnaise and the Bressane the *odeur ambrée* of honey. The native Parisienne, being, says M. Daudet, an elixir of all the feminine essences, has a special *mélange* of perfumes, with a *soupçon* of lilac and vanilla and a hint of foliage in general.

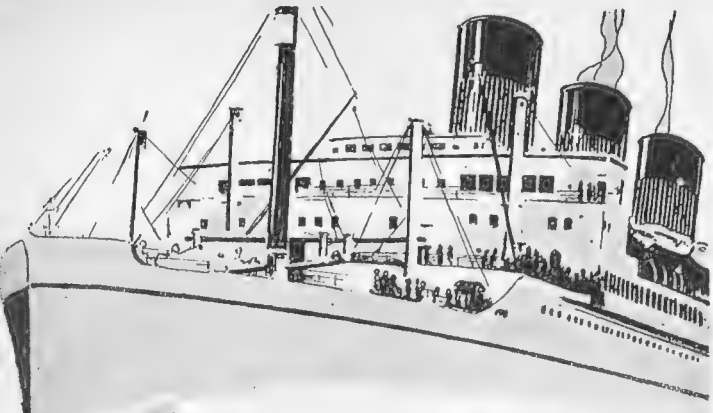
'Called out the fire brigade"

WELL, I don't know what you think about this, but it strikes me as a very charming theory—the idea that, however long a *citoyenne* of the Gay City has lived in Paris, she still bears about her the delicious "country" scents of her beautiful province. My one fear is that it may not be quite true, but may be a creation of M. Daudet's vivid imagination, because he is suffering from nostalgia—a violent longing to be back in France and Paris. Personally, I can't see how I can test the theory, as I must regretfully admit that I am utterly unable to distinguish a Lyonnaise from a Provençale, or detect a Champennoise from a Vendénne. The only one I should feel confident about is a Normande, but I cannot say I had hitherto remarked her aroma of apple-blossom.

IF Leon Daudet's theory is right, however, I do not see why we should allow it to be restricted to France. It lends itself to equally pleasant speculation in other countries, England, for example. What an excellent opportunity for our counties to advertise themselves through their daughters by their distinguishing perfumes. Yet, here also, certain awkwardnesses threaten to arise. I can easily see Devonshire, Dorset and Sussex being able to establish "proprietary" rights over the scents of particular flowers, and even Yorkshire might justify a claim to heather in view of the mixture of moors with mills. But what about a county like Lancashire? Do any flowers grow in Lancashire, other than industrial plants? I seem to remember that even grass is black in the fields that border that street that runs

(*Continued on page 98*)

"Goes into hysterics"



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Powder, Rouge and "*Rouge Beauté*" are also obtainable separately, either in the shape of a refill or supplied in the most fascinating ornamented boxes.

Three piece requisites: 5/6
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HOUBIGANT

Maker of Perfumes since 1775 _ PARIS

(Continued from page 96)

unbroken from Manchester to somewhere about Blackburn. Anyhow, here is a chance for our County (or Town) Development Associations to add a new string to their bow. Sweet are the virtues of advertising.

APART from the fascinating theory of M. Daudet, we have also got a new toy with which to amuse ourselves This is thanks to the unusual enterprise of the P.T.T., or Posts, Telegraphs and Telephones. They call it an automatic telephone, and describe it as a means of speeding up communications, but so far as our experience goes it is one more addition to complications. In comparison a jig-saw puzzle arranges itself with childlike simplicity. When the worthy Minister—and he is far from being a scatter-brained person—set out to "inaugurate" the system, he was utterly unable to strike the correct combination. The ordinary subscriber goes into hysterics. One man who was struggling to call up a friend decided he had better abandon the effort when he found he had called out the fire-brigade, a furniture-remover, and the official undertaker.

FRANCE is supposed to be a country where woman mostly gets her own way, but there are some things in which she is quite unable to get her desires, however desperately she may try. The vote is one objective she cannot realise, and she is also debarred from riding a horse in a race. Mlle. Fanny Heldy, of the Opéra, endeavoured to ride at Maisons-Laffitte, but the Jockey Club knocked the plan on the head. Then the women-riders thought they had driven a wedge in when they contrived to compete in a trotting meeting at Flers. But the anti-feminists who rule racing have decided to cut off the financial resources of any Half-Blood Society that allows women competitors, so trotting becomes impossible.

"But instead he got into a motor car"

THEIR objections suggest that these gentlemen still live in 1828. "Can you imagine," asks their spokesman, "a woman jockey who had committed a fault appearing before the Commissioners of the Society? *Non, n'est-ce pas?*" But why not? Don't women have to appear before other kinds of masculine committees? If I remember rightly the Most Beautiful Girl of France was chosen by a committee of men. Nobody thought that was extraordinary. And Frenchwomen are officially authorised to drive motor cars in the inferno of the boulevards and also to pilot aeroplanes, both of which are rather more dangerous than riding a horse in a trotting race. One Frenchwoman took an aeroplane over the Andes. And yet, in spite of all these permitted masculine accomplishments, possessing undoubtedly dangerous characteristics, the modern Frenchwoman is held to be incapable of controlling a trotting mare. *Quelle drole d'idée!*

RENÉ.

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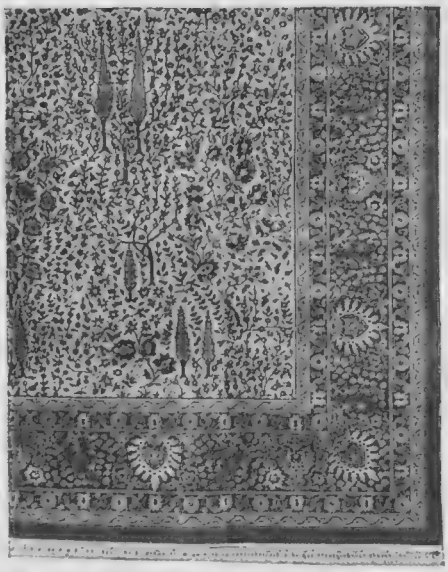

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12 0 ×	11 3 ..	20 0 0
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Keep your mouth clean and healthy with the "Allenburys" Glycerine and Black Currant Pastilles. You will like their refreshing taste of pure Black Currant Juice : their soothing properties are wonderful.

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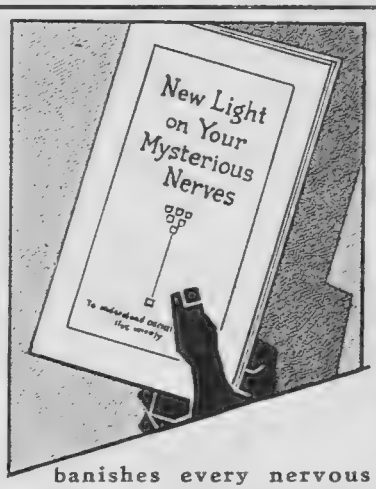

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The Literary Log

ROLLED BY RALPH STRAUS

Of the new European Republics which the War brought into existence, Austria has seemed least inclined to step into the limelight. We have had occasional news from Vienna, but, unlike some of its neighbours, Austria has been curiously shy of those publicity campaigns which most Governments find so useful to-day. The time for such campaigns, however, is at hand, and no doubt we shall be hearing much of this mountain-republic in the near future. Meanwhile there is a charmingly unconventional book about it by Mr. G. E. R. Gedye which will not fail to rouse your interest and curiosity, and may possibly decide for you next year's holiday jaunt.

A Wayfarer in Austria (Methuen: 7*s.* 6*d.* net) is intimate and amusing, but it is also informative in the right kind of way. Mr. Gedye, that is to say, is a safe guide, but he is also the pleasantest companion. Go with him to a palace or a lake or a museum; you will find him quite professorial on occasion, but more often he will be telling you some little yarn of old Francis Joseph or making you understand just what changes the War has effected and what is still much as it always was. It is a jolly book written by a man who is interested in men as well as in places, and it will be appreciated even by those who, like the man in the play, prefer to stay at home.

❋

You must put on your list a slim book just out, called *Jipping Street* (Longmans: 6*s.* net) by Kathleen Woodward, who, I fancy, wrote a book not long ago about Queen Mary. This new work of hers has a very strange appeal. You may take it either for fiction or as autobiography—perhaps it is compounded of both—but, whatever it be, there is a stern beauty in its pages which betokens the real artist. To be brief, the book consists of a few astonishingly intimate sketches of life in a ghastly London slum as seen by a girl, expected to become the usual drudge, but fated for far finer things. Its outspokenness at times *hits* you. I cannot remember reading anything more poignant than the description of the writer's mother. It is an almost frightening portrait, yet never do you doubt its authenticity and startling beauty.

There are, however, other portraits almost equally vivid. It is difficult to forget Jessica Mourn, or poor Miss le Grand in the workhouse, or the Lil who stitched buttons and distributed her favours with such impartiality. It is difficult, too, to read of life in Jipping Street—and there must be many Jipping Streets both north and south of the Thames—without being moved to indignation. But if the background be sordid, the book itself has both grace and real understanding, and together they lift it up to the heights.

In his third book, *Dogsbody* (Jenkins: 7*s.* 6*d.* net), Mr. Donald Sinderby tries his hand at farce, and very good farce it is. Dogsbody himself is a graceless young subaltern who is constantly and rightly getting into the most scalding hot water. He has a pet mongoose called Bertie, and borrows such clothes as are necessary to a lieutenant stationed in India or Egypt. Also he is in love with the General's daughter — always a dangerous business. His attempts to get the young lady's parents on to his side are certainly diverting. All broadly farcical, but genuinely funny. In the book everybody (except his victims) loves Dogsbody, and most of Mr. Sinderby's readers will find themselves following suit.

❋

A first-class detective story these days must possess very distinctive qualities. Of the utmost importance is the necessity for the author to "play fair." He may lead you astray as much as he likes, but he must write nothing which belies the truth as revealed in the last chapter. Then the explanation, when it comes, must be really surprising, but not incredible and not too bizarre. Finally, the people in the story must be real, and not figures of cardboard, and the book must be well written. *Into Thin Air* (Gollancz: 7*s.* 6*d.* net), by Horatio Winslow and Leslie Quirk, fulfils these conditions most admirably, and I cordially recommend it.

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Civil Military & Naval Tailors
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The Grill Room

FIRST NIGHTS

To the man with a sense of humour there is no function more likely to provide mental stimulation than the average "first night" at a West End Theatre.

The stalls are filled with "notabilities." The women are charmingly adorned and subtly scented; the men are carefully spruced and adequately scrubbed. Each habitué, by sight and sound and smell, has known the other for years, and the assembly, as the decades pass by, has become as one large family which congregates regularly at domestic tragedies, such as marriages, and time of malady or death.

They are magnificently loyal. If the English theatre is dying, they will continue to attend, even to the requiem. They are the warriors who have never left the fray. And as they have grown old and weary in their auditorial service, so, sad to relate, have the ravages of time played havoc with a few of the leading actors, and even with some of the actresses.

There is no more beautiful example of human sympathy than that of the first night veterans, automatically cheering the youthful romanticism of elderly heroines. In their aged hearts, perhaps, new hope is born. It is alas, a short-lived aspiration, for experience has taught the casual observer that, anomalous as it may seem, the louder the applause, the shorter is the run. And more tragic than this, in moments of dramatic dyspepsia the horrible suspicion lurks both fore and aft the footlights that age *can* wither, and familiarity does *not* breed content.

* * * *

The House of Pope & Bradley in its methods endeavours to interpret the spirit of youth, with the necessary touch of cynical introspection. It is not hypernormal, hide-bound, or conventional in its outlook. It is alive, in style and progress. The men of breeding who patronise the House are assured that, whatever the occasion, they will be suitably dressed to play their parts, as spectators, whether it may be to add grace to a farce, dignity to tragedy, or even culture to a comic crook drama. The Prices are less iniquitous than many functions they adorn. Lounge suits from ten to fourteen guineas, Dinner suits from fifteen and Dress suits from sixteen guineas.

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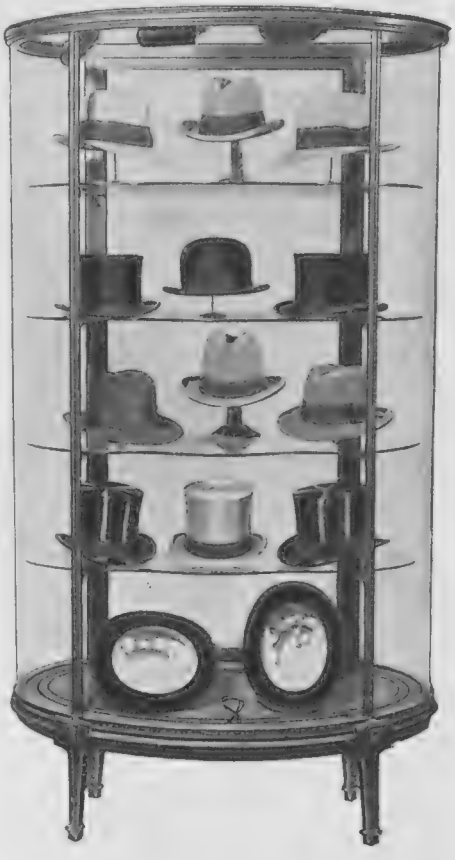

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C.F.H. 57

By "The Kennelman"

TO-DAY (Wednesday) brings the opening of the most interesting doggy function of the year, the Kennel Club's 67th Annual Show at the Crystal Palace; and Dog-lovers who don't visit it to-day or to-morrow, or both days (for, to be honest, you can't sample anything like all the varied fare it has to offer in a day) will miss the finest opportunity for the study of beautiful Dogs of every breed, for meeting all the most knowledgeable doggy authorities, and for picking up practical information about the care and culture of Dogs.

In antediluvian (pre-1914) times this classic event occupied three whole days, and even then one was always conscious of having missed some of its many facets. Now, though it's bigger and better in every way—more courses and finer cooking—the time for degustation is briefer. Well, there are many practical points against extending a show beyond the two-day limit; notably, of course, the views and feelings of the Dogs themselves, bless 'em; and nowadays we have most of us learned something of speeding up. But, however nippy you may be in the uptake, the best advice for those who want to get all the benefit they can is to turn up at the Palace fairly early both mornings, and not expect to get away much before dinner-time. Having got your catalogue—a necessity, this—the best plan is to look up the breeds in which you are most interested, and make straight for their benches. Wandering round haphazard is very jolly and yields a continuous feast; but the trouble is it makes the missing of special treats inevitable; for, however wide the scope of your affections, you cannot help having very warm corners in your heart for the . . . . . and the . . . ; and then, of course, there's the . . . . which you *must* see, and may not, if you meander without plan. There's the staff work, too; a lot to be learned from investigation of the nature, preparation and serving of tons of food to thousands of valuable Dogs by the first feeding experts in the land. Find out early which judging rings are devoted to your favourite breeds, or you are sure to miss some of the excitement of their trials and tourneys. And then there are the invaluable interludes of gossip with kennelmen and kennelmaids, as well as owners, from which much treasure trove in the form of wrinkles and tips can be gleaned by the modest and discreet perambulator. Take it for all in all, there are few jollier *tamashas*, and none richer in yield for the amateur of Dogs.

The tenacity and sagacity of Airedales are well known, and even in foreign countries where, till recently, other breeds have been favoured for training as guards, they are now in demand. Here's a true tale of mystery which leaves room for the exercise of a speculative imagination. Early in August a well-trained, three-year-old Airedale was left in charge of a wherry in a certain sequestered reach of the Norfolk Broads. He was left attached by a running chain to a taut wire. The owners, returning after ten at night, found the chain with broken collar attached, but no Airedale. There were also marks which appeared to be bloodstains, and the cuddy of the wherry had been ransacked by thieves. Every effort was made to get on the track of the missing Airedale, but he was never heard of. On Tuesday, October 2, he arrived at his home in Hampshire, a bit tucked-up, footsore, and rather the worse for wear, but still in good heart, and clearly delighted to be home again. Consider the possibilities of the intervening two months. How was he separated from the wherry? By what compass did he set his course for Hampshire? What a tale for a Jack London! What a poem for a John Masefield!

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SPILLERS
BENCHED & FED
THE 67th ANNUAL
KENNEL CLUB
CHAMPIONSHIP SHOW

As usual, the food exclusively used for adult dogs was

'OSOKO'
THE PARAMOUNT DOG FOOD

Puppies were fed on "SAVAL."

The confidence reposed in the House of Spillers by the leading Veterinary Surgeons, Kennels, and the great dog-owning public has been inspired and upheld by the uniformly high standard of all Spillers products, backed by sound practical service in the interest of man's dumb friends.

"OSOKO" and "SAVAL" are obtainable from Stores, Corn Merchants, Grocers, etc., in cartons and various sized bags from 6d. and 1/- upwards.

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FOR 'HIM'
FOR BABY!

Gives YOU a delightfully fragrant bath of satin-soft water.

Gives "Him" a better shave in half the time.

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Old English LAVENDER

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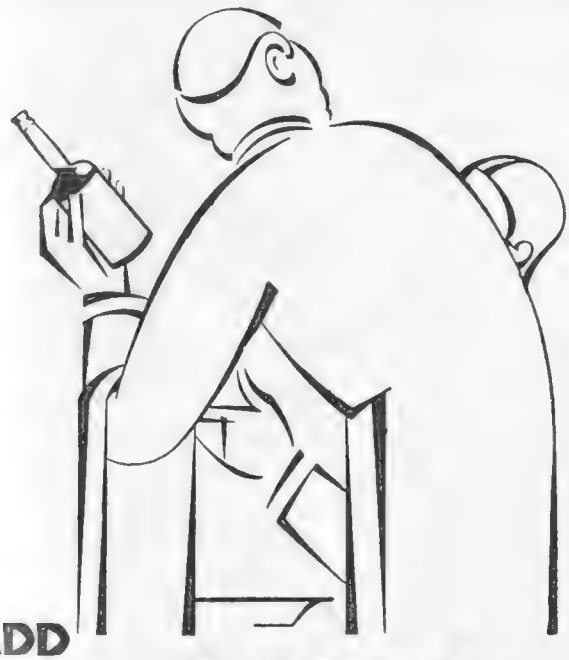

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The Hotel is situated ten minutes from the Golf links of Chiberta and Biarritz.

Its restaurant is open to non-residents.

G. C. CIGOLINI
Managing Director.

BYSTANDER BRIDGE

Triple Squeeze Makes Grand Slam

By A. E. MANNING FOSTER

A VERY interesting and unusual hand was played in Boston and recorded in an American magazine. I give the bidding and play as they actually occurred.

S.—5.
H.—A, Q, 10, 6, 5, 4.
D.—A, 10, 5, 4, 3.
C.—6.

S.—9, 4, 3, 2.
H.—8, 2.
D.—7, 6, 2.
C.—9, 8, 3, 2.

Y / A B / Z

S.—K, Q, J, 8, 6.
H.—K, J, 9.
D.—K, Q, J, 9, 8.
C.—None.

S.—A, 10, 7.
H.—7, 3.
D.—None.
C.—A, K, Q, J, 10, 7, 5, 4.

Y dealt and bid "One Heart"; B, "One Spade"; Z, "Four Clubs"; A, "No bid"; Y, "Four Diamonds"; B, "No bid"; Z, "Five Clubs"; A and Y, "No bid"; B, "Double"; Z and A, "No bid"; Y, "Re-double"; all passed.

A opened the 9 of Spades, on which B played the Jack and Z took the trick with the Ace.

Now see if you can make a grand slam, even knowing the holdings of each player.

. . . . . .

This is how it was done.

Z led 7 of Spades and trumped with Dummy's singleton Club. Then played Ace of Diamonds, discarding 3 of Hearts, followed by another Diamond, which Z ruffed with the 10, taking no risks.

Then there followed five rounds of trumps, at the end of which the play came down to four cards, with the holdings as shown below:—

S.—None.
H.—A, Q.
D.—10, 5.
C.—None.

S.—2.
H.—8, 2.
D.—7.
C.—None.

Y / A B / Z

S.—K.
H.—K, J.
D.—K.
C.—None.

S.—10.
H.—7.
D.—None.
C.—5, 4.

On the tenth trick Z leads 5 of Clubs and discards 5 of Diamonds from Dummy.

What can B safely discard?

The answer is NOTHING.

If he discards a Heart, the King which is marked by the Double will be captured.

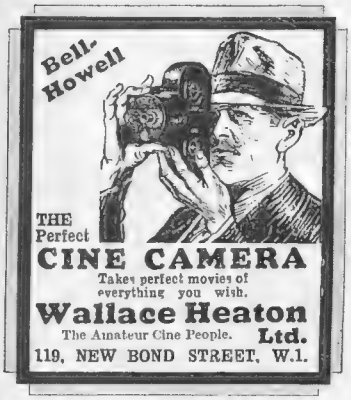
If he discards the winning Diamond, then the last three tricks will be lost, for on the eleventh trick the Queen of Hearts will be discarded from Dummy, and the twelfth and thirteenth tricks will be won by Ace of Hearts and 10 of Diamonds. If he discards King of Spades Z's 10 of Spades will then win, and the thirteenth trick fall to Ace of Hearts in Dummy. It did not, in fact, matter how B discarded.

Z had him in a cleft stick and grand slam was made on a hand which, at first, looks as if it must lose two tricks.

Whether B's double was sound is another question. The American commentator considers that his hand had "certainly all the earmarks of four tricks."

But I cannot quite see that. At the most optimistic I should place it as worth a possible three tricks. Playing in this country in B's position I should have called four Spades over the five Clubs. But in America at majority bidding a bid of five Spades would be required.

The play of the hand illustrates the triple squeeze and shows what can be done by forcing discards.



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Fit one to your Present Saloon.
Fresh Air Motoring without Draughts.
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Just turn a handle to open or close. No need to stop the car. Watertight. Noiseless. Write for leaflet. Trial runs arranged.
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Accumulations in the system poison nerve and blood and brain. Take a wineglassful of Hunyadi, Nature's own tonic aperient, and your system will be as fresh and clean as your skin after the morning bath. A natural aperient is the only one that can act in a natural way.

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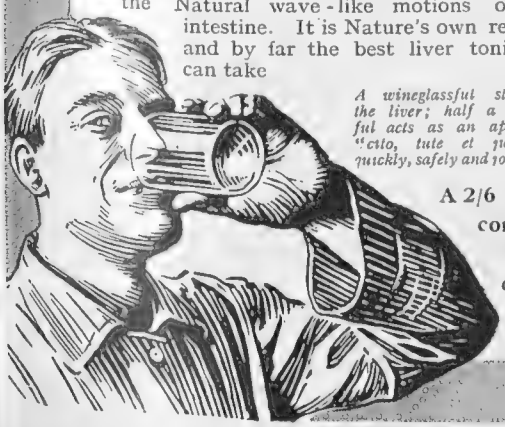
The Famous Natural Aperient Water

Hunyadi Water Stimulates and Strengthens the Natural wave-like motions of the intestine. It is Nature's own remedy, and by far the best liver tonic you can take



A wineglassful stimulates the liver; half a tumblerful acts as an aperient—"cito, tute et jucunde—quickly, safely and joyously."

A 2/6 bottle contains many doses.

LEA-FRANCIS LEAD THE WAY IN SPEED WITH SAFETY!

SEE THEM AT OLYMPIA STAND 98

BRITISH GOODRICH TYRES ARE STANDARD.

The successes achieved by standard Lea-Francis cars during the past season demonstrate the Speed, Safety and Reliability built into every Lea-Francis produced. Their low centre of gravity prevents skidding even on the most treacherous roads, and enables corners to be taken quite fast with perfect safety. The certainty of the vacuum servo brakes enables full advantage to be taken of the wonderful acceleration and high speeds for which Lea-Francis engines are famous.

Now comes your opportunity to examine these cars on Stand 98 and try one of the demonstration cars which will be available.

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LEA & FRANCIS LTD., Lower Ford Street, COVENTRY.
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LEA-FRANCIS

IN a recent article on "Industrial Air Power" the writer visualises this as one of the greatest prizes of the age. The country which controls the world's main lines of air communication, and supplies the world's requirements of aircraft, will achieve the wealth and position which we have held in the past through our control of the seas. In New York last week the National Safety Council had a special section devoted to the problem of safe flying, upon which the commercial success of air transport depends so much for its rapid expansion. Major R. H. Mayo, the British representative of the "Daniel Guggenheim Fund for the Promotion of Aeronautics," and Major L. F. Richard, the manager of Croydon Aerodrome, read papers on "The Safety of Passengers" and "The Operation of Aerodromes." The substitution of oil for petrol as an aero engine fuel is probable in the near future, experiments being conducted first of all with Diesel type engines in airships, and later on in freight-carrying aeroplanes.

The possibilities of inter-city communication by air in America have captured the public imagination to such an extent that the shares of leading aircraft concerns are in active demand on Wall Street. Imperial Airways were compelled to amend their Articles of Association owing to the activity of foreign speculators, who were tempted, no doubt, by the attractive prospects of this company under the new subsidy scheme. At present, however, the only Imperial route contemplated under this latest scheme is the one from England to India, with its logical extension to the Far East, whereas other equally important routes are engaging the attention of foreign concerns. Looking at the map of the world, our own particular interest should be to connect England with Canada, Cairo with Cape Town, and Australia and New Zealand with Singapore by all-British air lines. For these projects further subsidies will be necessary on quite as big a scale as those already granted to Imperial Airways.

Summer Time having officially ended, the boom period which the flying clubs have been enjoying will slump somewhat, as the number of people able or willing to take advantage of the extra hour before breakfast are not as numerous as those who have been putting in a spot of flying in the evening. The Air Council has found it necessary to draw the attention of pilots to the misuse of the slot, pointing out that this device is intended to provide a margin of safety in cases of emergency, and that it should not be used during normal flying. In other words, it is bad form to take advantage of the slot for low flying in order to make the spectators' hair stand on end!

Barratt

THE "AIR PATROL" GETS BUSY

The machine which is owned by the Automobile Association ready for a flight. This 'plane attends the light aeroplane meetings, and the help of the scouts is at the service of A.A. members

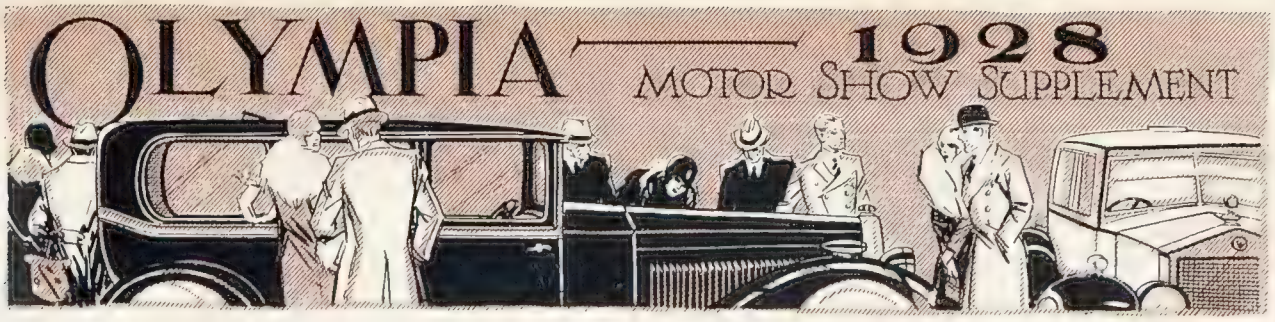
Barratt

AN INAUGURAL MEETING

A photograph taken at the opening of the Northampton Aero Club. The group comprises the Hon. A. Verney-Cave (left), Mr. G. Linnell, Sir Sefton Brancker, Capt. J. Addes, Mr. E. R. King, and Mr. F. Linnell

The London Club is prepared to consider offers for their remaining Mark I Cirrus Moths, as they intend to replace these with Mark II models. The standard of maintenance in this country is such that aeroplanes do not deteriorate, they merely become obsolete; so that in purchasing an old model one is getting a machine in every way as fit for flying as it was when first constructed. The Cinque Ports Club has already taken one of the Mark I type. Having as one of their flying members Capt. Lamplugh, the London Club is fortunate in being able to get the real value of a second-hand machine assessed without any possibility of an argument with the insurance group later.

C. E. WARD.



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WHEN you see the wonderful new 1929 SINGER Models you will feel proud to know that Britain has beaten the world in producing a range of cars unequalled in value. Instead of building down to a price the breed has been improved by many additional refinements—and to-day the 1929 SINGER is a quality car supreme in value.

The JUNIOR, from £135, has more room than the usual "baby" car, and is fitted with Newton shock absorbers and four-wheel brakes. The SENIOR, from £230, has untarnishable chromium plating, Triplex glass windscreen, and Dewandre Vacuum Servo brakes on all four wheels. The SIX, from £300, has Triplex glass all round at no extra cost, and a wonderful system of central lubrication requiring only one operation. Coachwork, choice of colour and finish of all Models are of the highest order. The new Sunshine Saloons are of exclusive design, and wind up or down from the driver's seat whilst travelling—unobtainable in any other car.

You must see the 1929 SINGERS to appreciate their remarkable value.

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Immediate Deliveries of all 1929 Models can be made, and Deferred Payments arranged through SINGER authorised Agents if desired. Three separate Booklets for the JUNIOR, SENIOR and SIX Models are now ready—please write for whichever you are interested in to SINGER & COMPANY, LTD., COVENTRY. London Showrooms: 202, Gt. Portland Street, W.1

H.P.

See the complete range of Senior and Victory Sixes at Olympia, Stand 19.

Two Great Sixes by Dodge Brothers

Sensational developments were expected when Dodge Brothers entered the six-cylinder field last year. Universal enthusiasm was immediate. To-day their latest types of sixes surpass all expectations.

The charm and originality of the spectacular Victory—*the only car of its kind in the world*—and the superb luxury and distinguished excellence of the new Senior, are achievements destined to make the good name of Dodge Brothers even better.

The rigid maintenance of the highest manufacturing standards has built up a faith in the integrity and progressive genius of Dodge Brothers which continues to entrench itself more deeply than ever in the public consciousness—a faith which is reflected in steadily expanding factory resources and ever mounting sales.

Victory Sixes from £395 to £475, Senior Line from £595 to £645

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INTERNATIONAL MOTOR EXHIBITION AT OLYMPIA

By E. M. WRIGHT

THE twenty-second International Exhibition organised by the Society of Motor Manufacturers and Traders, Ltd., opens at Olympia, Kensington, to-morrow, October 11. It runs to Saturday, October 20, inclusive, and is open each day from 10 a.m. to 10 p.m. Prices of admission are:—On the first day, 10s.; on both Fridays and Saturdays, 12th and 13th, and 19th and 20th, 2s. 6d.; and on the four days, Monday to Thursday, 15th to 18th, inclusive, 5s.

The 1928 Show promises to be every whit as interesting as any that have preceded it. It is remarkable chiefly for improvements in standard production coachwork, as distinct from coachwork built specially to order, in which British designers and builders still hold their supreme position.

NEW types of bodies are to be seen, chief of which is the "occasional" four-five-seater coupé, usually with sliding or folding roof. Sunshine saloons of various types are also on the increase, and there are signs that designers are approaching perfection in this type of body. Special models incorporating a number of standard extras are catalogued in most cases.

There will be renewed interest in the "Baby" car of seven or eight horse-power rating, an attractive example of which has been introduced since last Show at extremely popular prices.

Technically, the Show is noteworthy for the introduction of many new six-cylinder and eight-cylinder chassis, indicative of the trend of design towards providing even greater comfort at reasonable prices. On the chassis itself increasing efforts are being made to provide cars which require a minimum of attention. Oil-less bushes of various kinds are prominent, and in many cases central or one-shot lubrication has been standardised. A most important innovation in one make of car is the provision of a semi-automatic gear change, which bids fair to mark an epoch in the development of the universal car of the future.

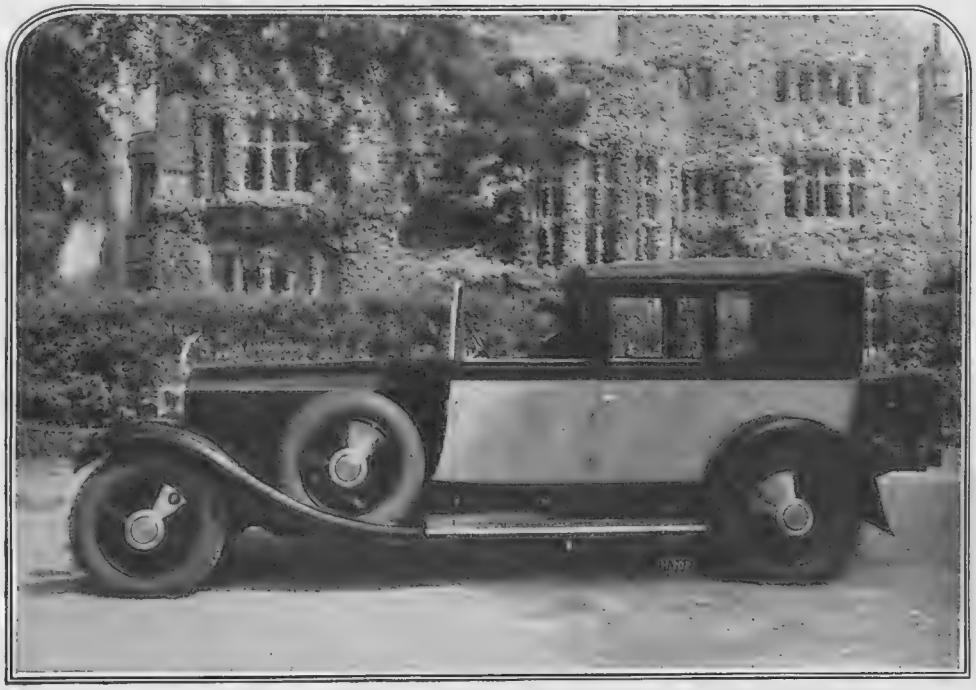
In the following pages notes on the principal stands are given, and supplementary reports of others will be given in next week's issue.

Rolls-Royce, Stand 128

Everybody knows that the Rolls-Royce Co. makes two chassis, a "twenty" and a "forty-fifty," but as the company never shows a stripped chassis on the stand it may be of interest to review the main features of each here. The smaller one has a six-cylinder engine of 76 by 114 mm. (3,125 c.c.), with overhead valves, a four-speed gear with right-hand controls, and a wheelbase of 10ft. 9in. The chassis price is £1,185. The six-cylinder engine of the famous 40-50 h.p. is of 108 by 139 mm. bore and stroke (7,678 c.c.), with overhead valves and a side-change four-speed gear box. Two wheelbases are standardised, of 12ft. and 12ft. 6in., and the track is 4ft. 10in. The chassis prices are £1,850 and £1,900. All chassis are fitted with the Rolls-Royce six-brake system.

At Olympia the company's stand is No. 128, and the exhibits are a 40-50 h.p. enclosed limousine, with coachwork by Barker; a 40-50 h.p. enclosed sedanca de ville, with coachwork by Hooper; a 20 h.p. sedanca de ville, with coachwork by Windover; and a 20 h.p. enclosed limousine, with coachwork by Thrupp and Maberly.

Twelve other Rolls-Royce cars will also be shown on the stands of Messrs. Barker, Hooper, Mann Egerton, Thrupp and Maberly, Windovers, Cockshoot, Arthur Mulliner, the Connaught Motor Co., Rippon Brothers, Caffyns, and H. J. Mulliner, the exhibit in this last case being a very interesting fabric-covered sunshine saloon on the 20 h.p. chassis.



STILL LEADING THE WORLD: A 40-50 H.P. ROLLS-ROYCE WITH SIDE LIGHT SEDANCA COACHWORK BY HOOPER

Rover, Stand 131 Undoubtedly the most interesting of the five exhibits on the Rover stand (No. 127) are the two sportsman's coupés on the two-litre Six and the four-cylinder 10-25 h.p. respectively. The sportsman's coupé, which is a term first used by the Rover Co. to distinguish, appropriately enough, a type of body first introduced by them, is a "close-coupled" or "occasional" five-seater. A folding roof, a luggage container, and very varied colour schemes are several features of the sportsman's coupé, and the prices are £425 and £269 respectively.

Other exhibits on the Rover stand include a Riviera model Weymann saloon on the two-litre Six, this having a folding roof, and a coachbuilt saloon of extremely luxurious equipment and finish on the same chassis.

THE LATEST LANCHESTER: THE NEW STRAIGHT EIGHT FABRIC SALOON

The Riviera saloon is also shown on the other 10-25 h.p. model on this stand.

ON TEST IN WALES: THE ROVER SIX-CYLINDER WEYMANN SALOON

Lanchester, Stand 91 This year sees a further advance in the range of Lanchester cars by the introduction of a new Straight Eight model of 30 h.p. The cylinders are vertical in line, and the general layout of the chassis follows the well-known design of the Lanchester 40 h.p. and 21 h.p. six-cylinder models.

The car exhibited is a replica of the one entered for the Southport International Motor Rally and *Concours d'Elégance* in September, when it won the premier award. The body is a fast touring fabric saloon of beautiful design, with brown as the main colour and having a cream moulding at the waist, and cream wheels.

In addition to the new Straight Eight two examples of the 21 h.p. model are being exhibited.

Sunbeam, Stand 134 There is little change in the Sunbeam range for 1929, but the Weymann models, both saloon and limousine, have been somewhat reduced in price, and now represent exceptional value considering the high quality of this firm's products. There are also two new body styles introduced, namely, a coach built enclosed limousine on the 20 h.p. special long wheelbase chassis, and a coachbuilt saloon and two-seater on the somewhat smaller 16 h.p. model.

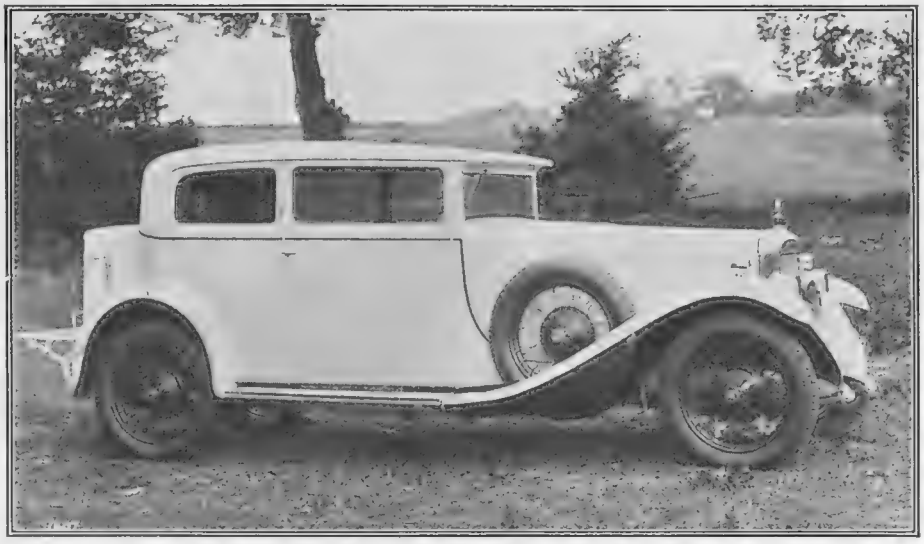
On this firm's stand at Olympia (No. 134) five cars are shown, a five-seater tourer and a five-seater Weymann saloon on the 16 h.p. chassis, a coachbuilt saloon of the 20 h.p., and an enclosed limousine on the 25 h.p. Also one of the three-litre six-cylinder sports car with an open four-seater body, the price of which, complete, is £1,125. An excellent and tasteful feature of the exhibit is that all the cars are finished in the same colours.

A SEVEN-SEATER ENCLOSED LIMOUSINE ON THE 35 H.P. EIGHT-CYLINDER SUNBEAM

Daimler, Stand 57 There are no drastic modifications or changes in design in the Daimler programme for 1929, but two interesting new types of bodywork are shown on the Daimler stand. These are, first, the limousine, of which an excellent seven-seated example is shown on the 20-70 h.p. chassis at the price of £950 complete. The difference in price between this and Daimler coachwork de luxe is accounted for solely by a difference in construction, the interior upholstery and finish being of the same quality as usual on all Daimlers. Externally the most notice-

able difference in design is the flat sloping front, with the leading edge of the front door (which hinges at the rear) sloped to the same angle.

Of the famous Double-Six "50," the world's largest passenger car, a magnificent example is exhibited of an enclosed limousine upholstered in blue cloth, with the front seat in blue lambskin. The price complete is £2,700. An enclosed landaulet on the 35-120 h.p. chassis is also shown, and a standard five-seater saloon, painted ivory and black and upholstered in blue lambskin leather, with quarters and roof in gold cloth, is shown on the Double-Six "30," at the price of £1,300—a splendid example of the luxury provided by the Daimler Company at what is really a modest price for such a car.



20-70 H.P. DAIMLER CHASSIS WITH WEYMANN BODY USED BY MR. MACKLE, MANAGING DIRECTOR OF STRATTON-INSTONE, LTD.

Wolseley, Stand 63 On Stand No. 63 a typical selection of the splendid range of Wolseley models is staged, including a 12-32 h.p. four-cylinder with a coachbuilt saloon at £375. The other two cars are both new and are certain to attract a good deal of attention. One is the 21 h.p. six-cylinder with a four-light fabric saloon at £425, a remarkable instance of the value offered by the Wolseley Co. for next season. The chassis is built on similar lines to that of the famous Silent Six, with overhead valves and camshaft and a four-speed gear box with central control.

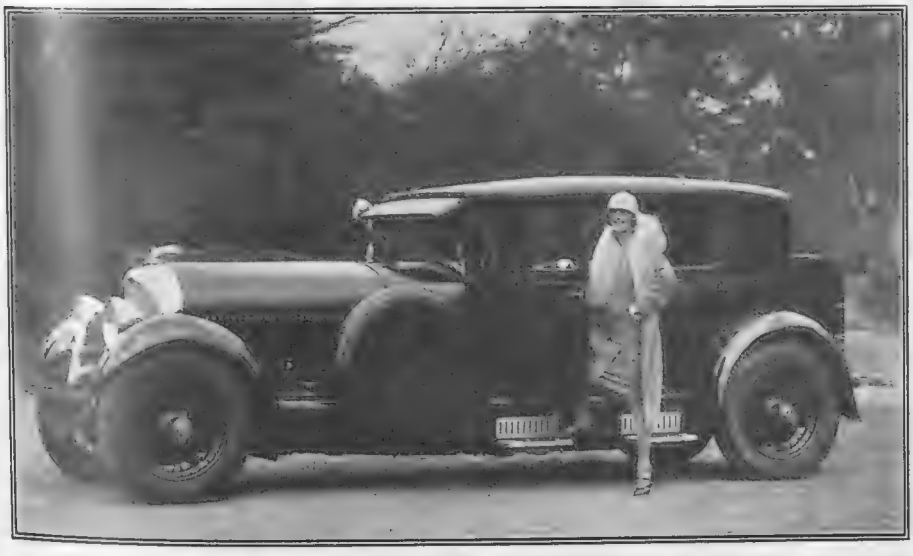
The third car is the new 32-80 h.p. Straight Eight fitted with a very handsome limousine body. This engine is of 80 × 100 mm. bore and stroke, with an overhead camshaft similar to that of the Six. The thermo-syphon water circulation is assisted by an impeller with automatically operating shutters built into the radiator for controlling the temperature. The crankshaft has nine bearings, and a four-speed gear box with central control is standard. The price of the chassis is £1,075.

21-60 H.P. WOLSELEY STRAIGHT EIGHT AT PARKINGTON, WARWICKSHIRE

Bentley, Stand 137 On the stand of Bentley Motors, Ltd. (No. 137), there are three very striking cars. One is a new model introduced and exhibited for the first time at this Show. It is a Silent Speed Model on the now well-known 6½-litre six-cylinder chassis. The alterations from standard are higher compression, special twin carburetters, higher back axle ratios, while the wheelbase is a little shorter at 11ft. 6in., giving a body space of 8ft. 2⅜in. A new design of radiator is incorporated, following more on the lines of that on the 4½-litre chassis, and it is distinguished by a green badge. This new model is shown with a four-door, four-light Weymann saloon in very striking colouring. The two other exhibits are standard 12ft. 6in. wheelbase six-cylinders, one with a Barker flexible saloon with division, and the other with a Hooper sports saloon, also with division.

How well the lines of this bonnet and chassis generally lend themselves to show off the

(Continued on page 113)



MISS GERTRUDE LAWRENCE AND HER NEW SIX-CYLINDER BENTLEY WEYMANN SALOON

NUMBER 58 IS THE MOST INTERESTING STAND AT OLYMPIA

HERE YOU WILL FIND THE IDEAL COMBINATION OF APPEARANCE COMFORT PERFORMANCE AND PRICE IN THE NEW

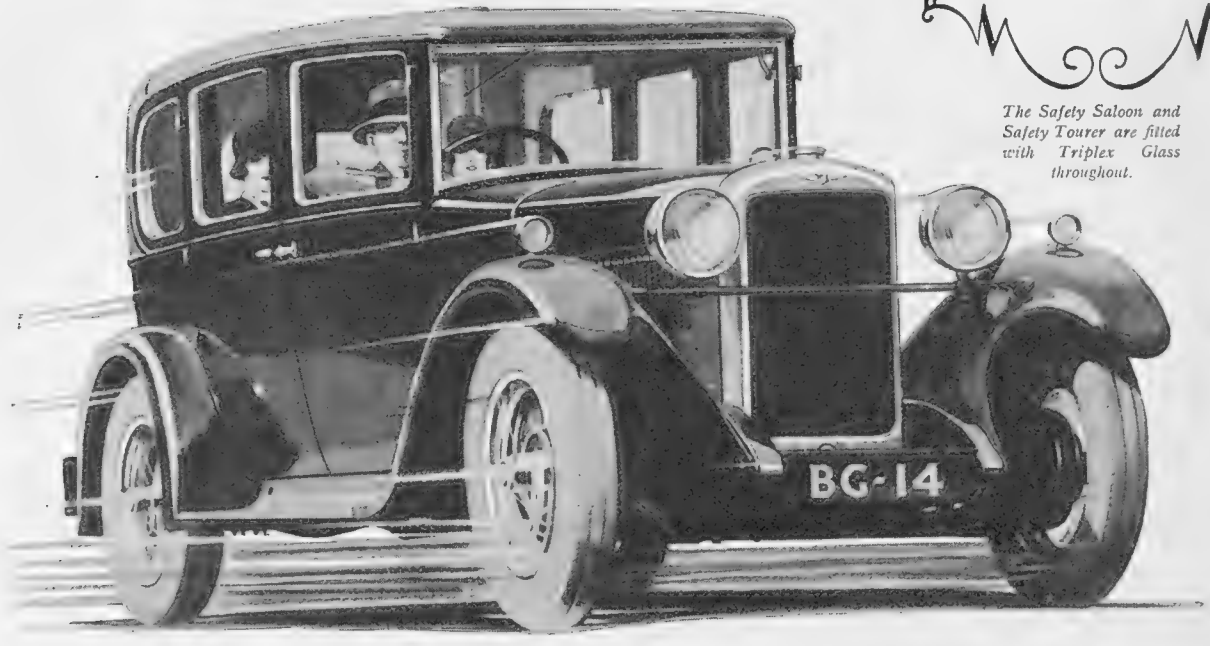
HILLMAN FOURTEEN

The Hillman Motor Car Co. Ltd., Coventry

World Exporters: ROOTES Ltd., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1

PRICES FROM £295

There will also be shown a new Hillman STRAIGHT EIGHT Model. This will be the lowest-priced STRAIGHT EIGHT on the market.



The Safety Saloon and Safety Tourer are fitted with Triplex Glass throughout.

THE CAR THAT COSTS LESS THAN IT SHOULD

(Continued from page 111)

finest examples of the coachbuilder's art is strikingly shown by the number of Bentley cars to be seen on other stands at this Show. Besides the three cars on the Bentley stand, there are no fewer than twelve others in the Show on the stands of eleven coachbuilders.

Morris, Stand 125

The Morris Minor has already aroused immense public interest, and it is certain to attract large crowds on the stand (No. 125) at Olympia. Costing the modest sum of £125 as a tourer and £135 as an attractive saloon, it is a de luxe car in miniature, providing really comfortable motoring for four grown-up persons.

It has a turn of speed which puts many larger cars to shame, and running costs so low that not only is it an admirable proposition to the family man where monetary considerations weigh heavily, but it will appeal very strongly to existing motorists as a tender to larger cars.

Brighter and more varied colours are the chief improvements to the Morris-Cowley, Oxford, and Morris Six cars. On the Cowley, for example, the latest saloon at £190 has rounded curves, and the equipment is very complete. A new fabric saloon is introduced on the Morris-Oxford at £225, and is shown on the stand. In the Morris Six range a coupé at £365 and an example of the saloon at £375 are shown. The coupé is a generously proportioned all-purpose car.

EAGERLY AWAITED AT THE SHOW: THE NEW MORRIS MINOR

ONE OF THE NEW "HUSKI" SPORTS FOUR-SEATERS IN THE HILLMAN "FOURTEEN" RANGE

Hillman, Stand 58

The wonderful progress of the Hillman Co. is reflected in the cars shown on this stand (No. 58). There is no drastic change in the specification, but there are over two hundred detail improvements. It was the Hillman Co. that introduced the term "safety" car which has become so popular for de luxe models, and in the new 1929 range of Hillmans there are no fewer than four safety cars—the tourer, saloon, Weymann saloon, and "Segrave." The "Segrave" is made in the safety type only, the safeties differing from the standard cars in that they have servo-assisted brakes, wire wheels, unsplinterable glass, dipping headlamps (electrically operated), furniture hide upholstery, and many additional luxuries. The famous 14 h.p. Hillman chassis is used on all, the actual range of cars and prices being as follows: Tourer, £295; saloon, £395; Weymann saloon, £335; "Huski" fabric tourer, £385; safety tourer, £325; safety saloon, £375; safety Weymann saloon, £375; "Segrave" model (four-seater coupé), £375.

Chief interest in the Hillman stand will undoubtedly centre round the new eight-cylinder model. Though announced only at the last minute, it is no untried model, having been tested out very carefully before being put on the market.

12-40 H.P. LEA-FRANCIS SPORTS TOURER

Lea-Francis, Stand 98

The Lea-Francis range of cars includes models suitable for every kind of motoring and a wide range of coachwork. The exhibits on their stand (No. 98) at Olympia will consist of six cars and chassis. The first is a 16-60 h.p. six-cylinder saloon de luxe, the Treasury rating of which is 15.7 h.p. It is painted blue, with black top and wings, upholstered in blue leather, and the price, as shown with the free-wheel device, is £700.

Next is a 14-40 h.p. six-cylinder light fabric saloon in blue, priced at £520 with the free wheel. A 1½-litre four-cylinder hyper-sports model, super-

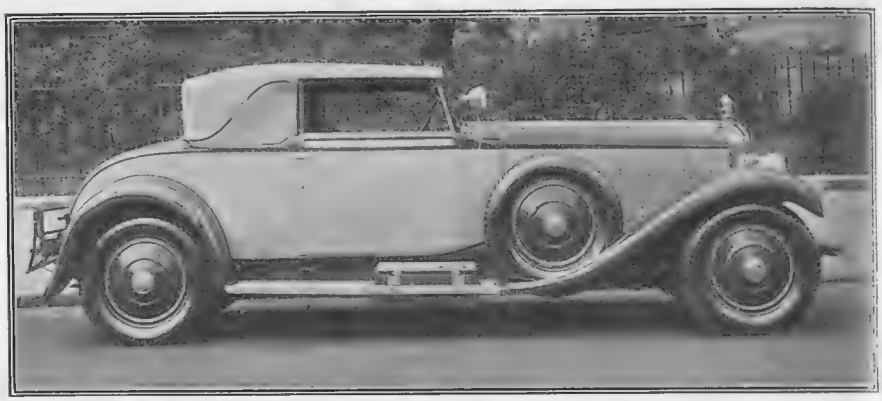
FOR THE KING OF AFGHANISTAN: A THREEQUARTER-ENCLOSED CABRIOLET DE VILLE BY BARKER AND CO. (COACHBUILDERS), LTD., ON A 40-50 ROLLS-ROYCE

charged, at £495, with a two-seater T.T. body as used in the Ulster race, is shown; also a four-seater fabric saloon on this car. Two examples of the four-cylinder 14-40 h.p. model, a touring car and a coupé, are also exhibited.

Barker, Stand 272 Messrs. Barker (Coachbuilders), Ltd., show three beautiful examples of the highest grade of British coachbuilding on their stand. Two are on 40-50 h.p. Rolls-Royces and one on a 6½-litre six-cylinder Bentley. The former two are a magnificent Barker Sedanca de ville, seating six, and a Pullman limousine de ville. The fittings are all in real silver-plating. The third is a special Barker sports two-four-seater body, with a comfortable dickey for two extra passengers at the back of the front seat. Special streamline wings and tool boxes are fitted to the car, which is altogether a most attractive design.

Minerva, Stand 126 A feature has been made of coachwork by Messrs. Vanden Plas, of Brussels, for those who require something more luxurious than the standard Minerva coachwork. Both types of coachwork are exhibited on the Minerva stand (No. 126). These include a magnificent enclosed-drive limousine body on a 32-34 h.p. six-cylinder chassis, which represents remarkable value for such a high grade of car at £1,450 complete. One of these chassis is shown, and also a standard coachbuilt saloon on the 18 h.p. six-cylinder chassis, upholstered in leather, at the inclusive price of £575.

(Continued on page 116)



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Distinction and Vogue are combined in this wonderful model of BROADTAIL and RUSSIAN ERMINE. Ficked skins, lined black and white crêpe de Chine to tone. PRICE £189

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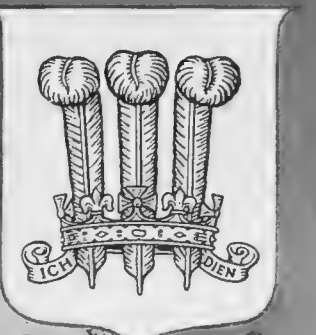

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At
OLYMPIA
STAND 54

BARKER COACHWORK

Acknowledged pre-eminent for more than Two Centuries

A Barker Body combines the very latest developments in beauty of design and luxuriousness of equipment, with the sound construction and superb craftsmanship developed during more than two centuries devoted exclusively to building the finest coachwork in the world

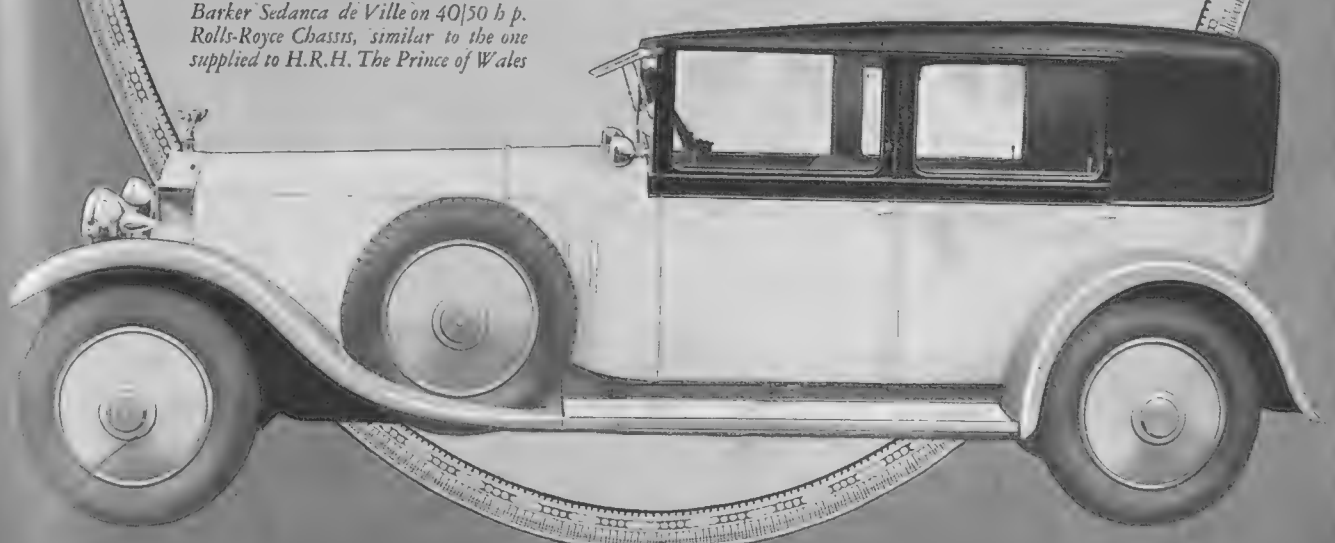
Barker Coachwork is also exhibited at
Stand 128 (ROLLS-ROYCE) ∽ Stand 137 (BENTLEY) ∽ Stand 151 (HISPANO-SUIZA)

BARKER & CO (COACHBUILDERS) LTD
Coachbuilders by Appointment to H.M. The King and H.R.H. The Prince of Wales
66 - 69 SOUTH AUDLEY STREET LONDON W1

The Rolls-Royce Body Specialists and Retailers

Telephone: Grosvenor 2420

Barker Sedanca de Ville on 40/50 h.p. Rolls-Royce Chassis, similar to the one supplied to H.R.H. The Prince of Wales



(*Continued from page 114*)

Triplex, Stand 218

One of the outstanding features of this year's Show is the increased number of standard "safety" saloons on exhibition. Every discriminating motorist who regards safety as an essential factor in motoring will surely be interested in the exhibit of the Triplex Safety Glass Co. On stand No. 218 they can learn all there is to be known about the dangers of ordinary glass and the manifold advantages which are to be gained by the act of fitting Triplex.

HIGH-GRADE ITALIAN CARS: TWO OF THE LATEST O.M. MODELS

THE LATEST ALVISTA SALOON, OF FLEXIBLE CONSTRUCTION, MOUNTED ON BOTH FOUR-CYLINDER AND SIX-CYLINDER CHASSIS

Alvis, Stand 38

On the Alvis stand (No. 38) will be shown three examples of the 14-75 h.p. six-cylinder of this make, one a bare chassis, on which the many interesting features of the layout will be observed. This chassis has been increased to 9ft. 10in. wheelbase to give accommodation for more roomy and comfortable coachwork, and the petrol tank is now fitted at the rear for the same reason. A six-cylinder four-door coachbuilt saloon at £695 and one of the Alvis Company's patent Alvista four-door saloons at the same price are also exhibited.

Of the well-known 12-50 h.p. four-cylinder chassis, one is shown bare and one with the four-light Alvista saloon of the latest improved pattern. The price is £595.

Three examples of the extremely interesting four-cylinder front-wheel-drive 12-75 h.p. are also shown, one the chassis itself, one a two-seater sports model, and the other a four-seater. Both the two- and four-seater models are priced at £625.

(*Continued on page 118*)

LAGONDA

POWER . . .

The Little Corporal controlled the destinies of a million men—he had Europe in the hollow of his hand . . .

At the wheel of your LAGONDA you are an Emperor of Power—a slight pressure of your foot lifts you from a purring 10 to a humming 80 m.p.h.—your wheel steady—your Lagonda gliding smoothly—your brakes waiting confidently . . .

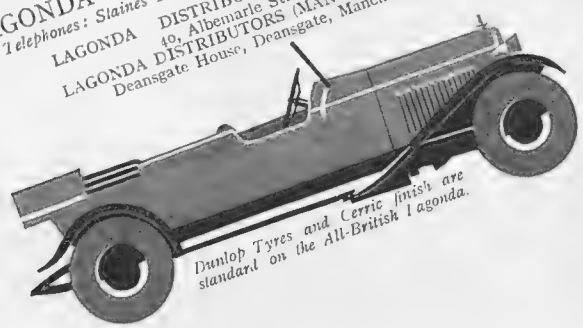
And, unlike Napoleon, you know when and how to stop!

LAGONDA LTD., PRICES FROM £650. STAINES, MIDDLESEX.

Telephones: Staines 122-123. Telegrams: Lagonda, Staines.

LAGONDA DISTRIBUTORS (LONDON) LTD., 40, Albemarle Street, W.1.

LAGONDA DISTRIBUTORS (MANCHESTER) LTD., Deansgate House, Deansgate, Manchester.



Dunlop Tyres and Cerric finish are standard on the All-British Lagonda.

Come and see the latest addition to the Lagonda range — the

3-LITRE SIX OLYMPIA STAND 131.

7-seater Weymann body of super-fine luxury; Sun or Shade disappearing roof opened without stopping the car — and withal priced under four figures!

ROLLS-ROYCE

The best car in the World

Rolls-Royce cars of the latest type are being shown on the stand of Automobiles Rolls-Royce (France) Ltd at the

PARIS SALON

from October 4th to 14th, and on the stand of Rolls-Royce Ltd at

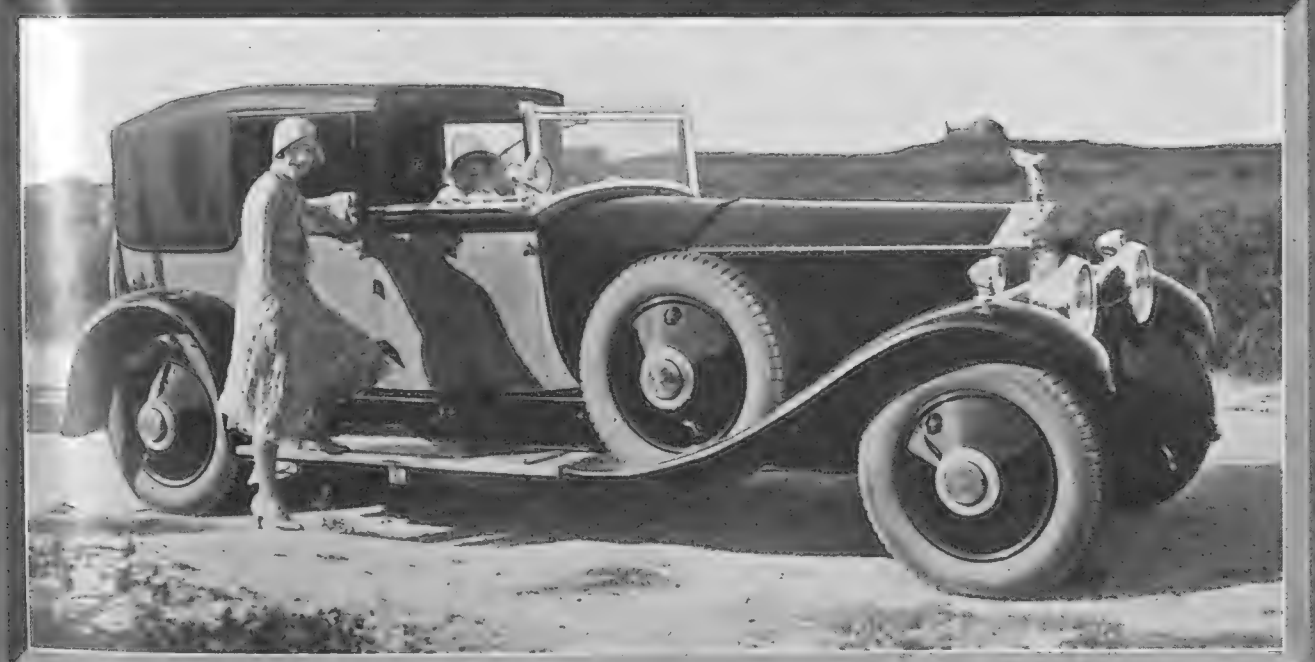
OLYMPIA

from October 11th to 20th

At both Exhibitions Rolls-Royce cars will also be displayed on the stands of leading Coachbuilders.

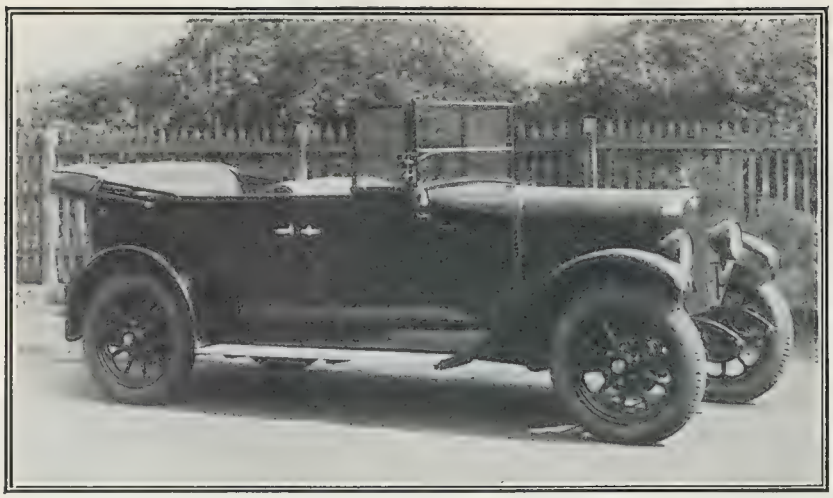
The characteristic features of Rolls-Royce design and the prices of Rolls-Royce chassis remain unaltered.

ROLLS-ROYCE LIMITED
14-15 Conduit St. London W.1



A Hooper Sedanca on Rolls-Royce chassis again won the premier award, Concours d'Elegance, Biarritz, September 4th, 1928. A similar car also awarded premier prize, Concours d'Elegance, at Cortina d'Ampezzo, Italy, August 26th.

Hooper & Co. (Coachbuilders), Ltd., Motor-body Builders to H.M. the King, 54, St. James's Street, Piccadilly, S.W.1, and Motor Exhibition, Stand 108, Olympia, 11th to 20th October.

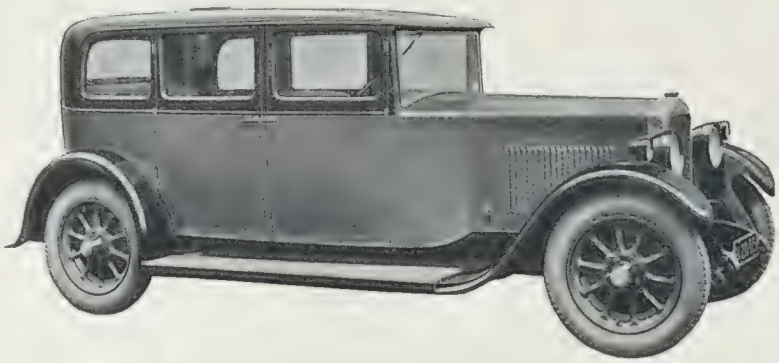


THE EVER-POPULAR AUSTIN "TWELVE": THE CLIFTON TOURER AT £245

(Continued from page 116)

Vauxhall, Stand 68

Messrs. Vauxhall Motors, Ltd., occupying Stand No. 68, are concentrating this year on one model only, namely, the very successful 20-60 h.p. six-cylinder. Four examples of this are shown on the stand. The first is a Princeton five-seater tourer, with four doors, adjustable front seats, carpets on both compartment floors, and a very elaborate equipment. The standard Bedford saloon is the second exhibit, and this has separately adjustable front seats, and all windows, including the quarter lights, are fitted with patent lifts. The finish is in an attractive two-tone grey combination, and the price is £520.



ONE OF THE NEW HUMBERS: THE 20-60 H.P. SALOON

The Velox saloon is a new style five-seater, built on a principle of flexible construction which gives lightness and strength and complete freedom from creak or rattle. The price of the car exhibited, including the cost of several extras shown, is £591; with standard equipment the Velox costs £555.

The fourth exhibit is one of the Grafton coupé-cabriolets, the front seat of which is wide enough to carry three passengers, while a comfortably upholstered dickey seat is provided for two additional people. The price of this car in the standard specification is £630.

Austin, Stand 135

The largest exhibit on the stand (No. 135) of the Austin Motor Co., Ltd., is the 20 h.p. six-cylinder Ranelagh. There could hardly be a better example of the wonderful value that this company can offer in large closed carriages. Seating seven people and fitted with an engine that develops 49 b.h.p. at the modest crankshaft speed of 2,000 r.p.m., the Ranelagh gives every luxury that one could wish for at the modest price of £595.

Of the newer "light six" range, two are shown—the Burnham and the fabric. This chassis has all the latest improvements, including the new extensible petrol tank filler and dashboard gauge, while wire wheels are standard. The price of the fabric saloon is now £365.

The ever-popular Austin Twelve is represented by two models—the Clifton tourer at £245, and the four-light fabric saloon at £305.

Three examples of the Austin Seven are shown, including a coupé that will appeal to the ladies. In all models except the Seven the action of the springs has been altered slightly by the interposition of thin soft metal plates between the leaves, which modifies the friction and adds to the ease with which the car rides. This interleaving of softer metal renders lubrication unnecessary.

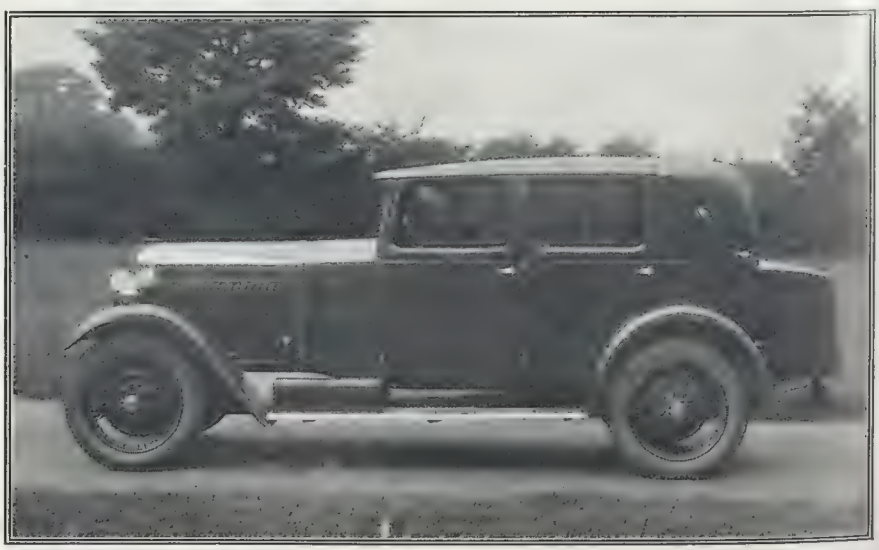
Humber, Stand 66

The Humber range for 1929 is completely altered in appearance from previous Humber practice, and includes a new 2-litre six-cylinder of very attractive design.

To begin with, the existing 9-20 h.p. four-cylinder and the 20-60 h.p. six-cylinder engines have been so modified as to produce a very much greater power output. The Nine, for example, now develops 28 h.p., and the chassis is equipped with a plate clutch and other improvements which give a more refined performance. The new six-cylinder, of which an example is shown on the stand, is rated at 16-50 h.p. It has a seven-bearing crankshaft and a wheelbase of 10ft. 2in., and a feature of the chassis is that oilless bushes are used almost throughout, including the spring shackles and even the brake gear. This car should be very easy for the owner-driver to maintain.

There is a new radiator of bolder and higher shape, retaining, however, a suggestion of the famous design that has characterised this make for many years. The body lines are also entirely new for the Humber. This is an exhibit well worth careful inspection.

(Continued on page i)



ON THE IMPROVED VAUXHALL CHASSIS: THE NEW VELOX FLEXIBLE SALOON

Luxurious motoring at reasonable cost

THERE is now no reason to deny yourself the luxury of six-cylinder motoring on the grounds of cost.

The dominant characteristic of the Morris Six is its economy of upkeep, yet to attain that economy no sacrifice has been made of roadability.

Although its performance includes a smoothness that is wholly fascinating, acceleration that automatically induces a high average speed, and a maximum pace of well over a mile a minute, its running costs include such desirabilities as 23 miles to the gallon of fuel, a very low oil consumption and, thanks to its smooth engine and fine suspension, remarkably low tyre wear.

The first cost of the Morris Six is as moderate as its upkeep. £365 for the Coupe, and £375 for the Saloon. These prices include complete equipment and the following refinements:

Wide range of 2-colour Duotone Cellulose harmonies. Steel double bumpers fore and aft. Dipping Headlamps. Automatic stop light. Safety locks on doors. Triplex wind-screen and windows standardised at slight extra cost. Also wire wheels.

See it at OLYMPIA (STAND 125) or arrange with your dealer to try it in your own district.

THE MORRIS OXFORD

Two-Seater £200
Saloon £240

THE MORRIS-COWLEY

Two-Seater £160
Saloon £190

THE MORRIS MINOR

Tourer £125
Saloon (Fabric) £135

Triplex available on all Models at slight additional cost
Staunch and fire-resisting Motor Houses for all models from £10 10 0

MORRIS

MORRIS MOTORS (1926), LTD., COWLEY, OXFORD.
Dunlop Tyres Standard.

BUY BRITISH AND BE PROUD OF IT

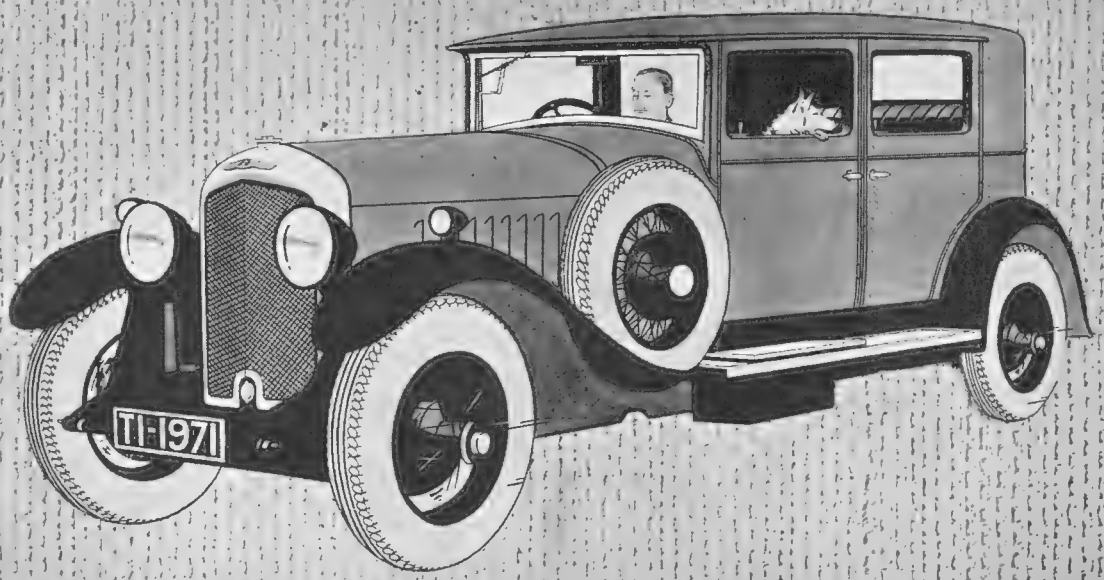
BENTLEY

4½ WEYMANN SALOON

". . . The car of immediate and amazing success . . . "—*Ref. A/13.*

STAND 137—OLYMPIA

Oct. 12th—20th



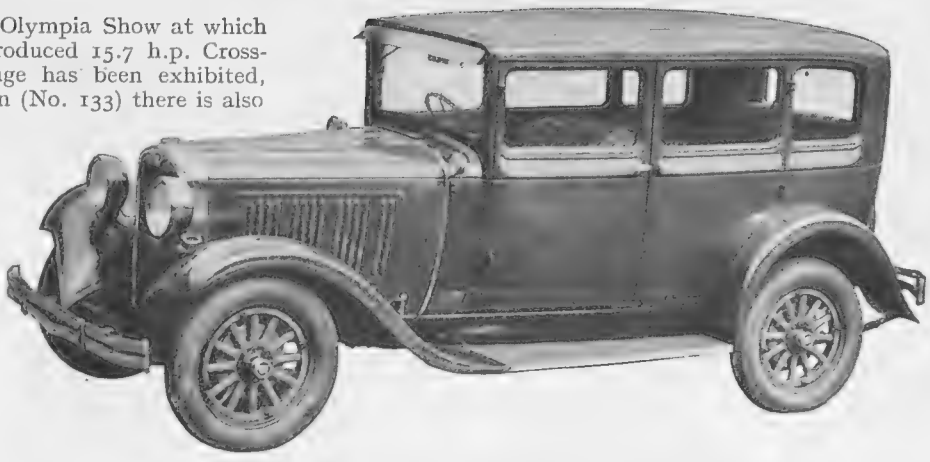
BENTLEY MOTORS LTD

Telephone REGENT 6911. POLLEN HOUSE, CORK ST. LONDON, W.1. *Telegrams* BENMOTLIM, Phone, Lond.

(Continued from page 118)

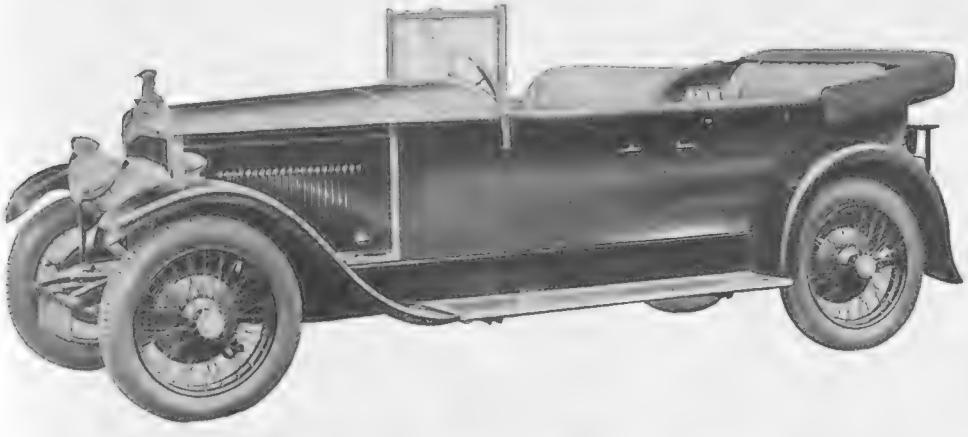
Crossley, Stand 133

This is the first Olympia Show at which the recently introduced 15.7 h.p. Crossley Shelsley range has been exhibited, and on the stand of this concern (No. 133) there is also shown one of the new two-litre six-cylinder sports models. The complete range of exhibits comprises two of the Super-six cars, an enclosed limousine of the Canberra type—so called because of its association with the Australasian tour of T.R.H. the Duke and Duchess of York—painted blue and upholstered in blue furniture hide. The price of this model is £910. A fabric saloon in brown, with primrose beading and wheels, at £795 is also shown on this chassis.



THE DODGE "VICTORY" SIX FIVE-SEATER SALOON

Of the Shelsley range the fabric and coachbuilt saloons at £550 and £575 respectively are exhibited. The equipment is very complete, and includes spot-light, companions, ash-trays, arm-rests, electric and bulb horns, etc. The two-litre sports is shown in the form of a four-seater tourer finished in ivory-white fabric with Mall green mud-wings, lamps, wheels and under-carriage, and the upholstery is Mall green leather, the bright parts being chromium-plated.



THE LATEST CROSSLEY "SHELSLEY" TOURER

Dodge, Stand 19

Special interest attaches to the Dodge Brothers exhibit on stand No. 19, as this is the first time that the new improved Senior model Dodge with the 10ft. wheelbase has been shown in any motor exhibition on this side of the Atlantic. It is exhibited in the bare chassis form at £415, and the landau saloon at £645 is also shown.

In addition, this is the first Olympia appearance of the smaller car, the Victory Six. A chassis, sports saloon, and fabric saloon will be shown, priced respectively at £295, £475, and £455. In addition, there is a special chassis to take the landaulet type of body at the price of £295. The outstanding features of the Victory Six are its integral body and chassis construction, the body being a single rigid unit consisting of but eight major parts, which are electrically welded together. There are 330 fewer parts than standard practice prescribes, and the body is 175 lb. lighter than the usual type of steel body.

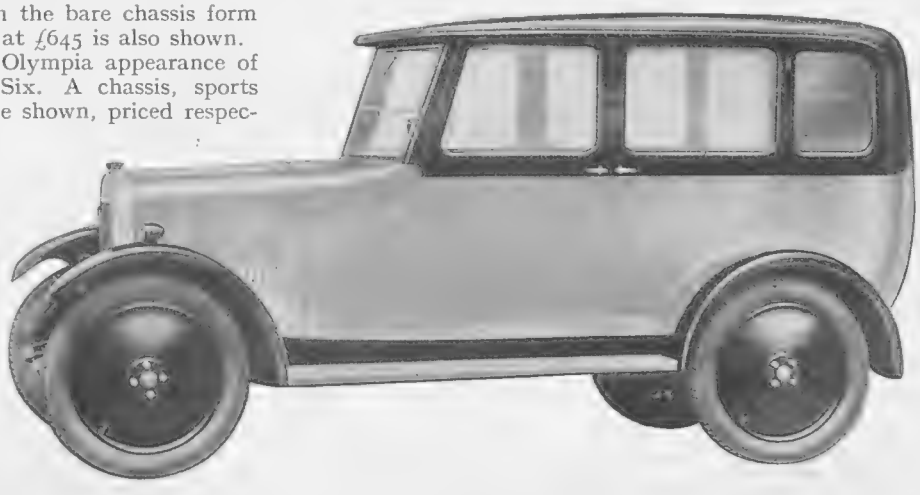
Singer, Stand 14 (New Hall)

In choosing one of the best stands (No. 14) in the New Hall at Olympia instead of a second-rate position in the Main Hall the Singer Co. made a bold move which I believe will repay them. For the stands in the New Hall are much more easily accessible and the lighting is better than in the Main Hall. Seven Singer cars—three Juniors, three Seniors, and one of the new Sixes—will figure on this stand. The former includes one of the new sports two-seaters, which has wire wheels, special bodywork, and a "hotted-up" engine, at the modest price of £140.

Amongst the Seniors the most interesting exhibit is undoubtedly the new sunshine saloon, in which the roof is folded back in the manner of a roll-top desk.

This is done by a handle at the driver's right side, so that he need not leave his seat or even stop the car to open or close the hood. A feature of this new As-U-Dryv saloon is its low price of £270, which is only £10 more than the standard coachbuilt saloon on the same chassis. It is available, of course, on all three chassis.

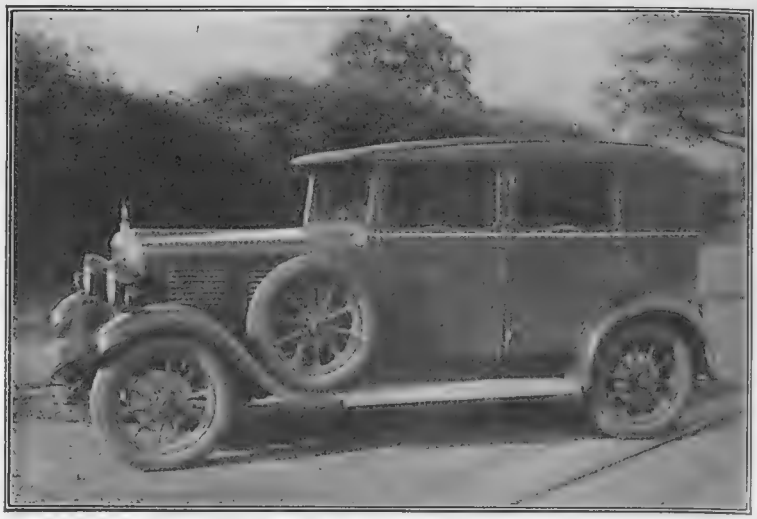
The redesigned Six, which now has central or one-shot lubrication and a seven-bearing engine, is shown as a saloon in mauve and grey at £350.



A TRIUMPH OF VALUE: THE SINGER JUNIOR SALOON AT £160

Willys-Knight and Whippet, Stand 60

The Willys-Knight and Overland exhibits on the stand (No. 60) of Willys Overland Crossley, Ltd., show the great strides that have been made towards "anglicising" this popular range of American cars. Not only is the Model 70A Willys-Knight sleeve-valve Six shown with English-built fabric saloon at £475, as well as a standard saloon at £455, but the equipment includes artillery steel wheels of English manufacture, Lucas lamps, wider mudguards, and so forth. This is, I believe, the first time any American car has been fitted with this type of wheel as standard, and it makes an immense difference to the appearance of what was already a very handsome car. A new model to be seen for the first time on this stand is the Willys-Knight "Crusader," carrying a six-cylinder Knight sleeve-valve engine.



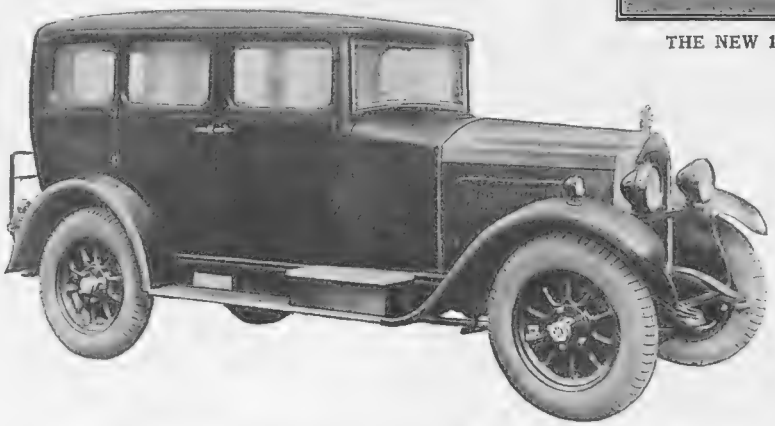
THE NEW 15 H.P. STANDARD FABRIC SALOON AT £325—ONE OF THE CHEAPEST BRITISH SIXES

Standard, Stand 59

Most interesting of all the Standard exhibits on Stand No. 59 is undoubtedly the new 15 h.p. six-cylinder model at £325 for the fabric saloon. This price includes a sliding roof operated from the driver's seat. Nothing has been skimped in the bodywork, which has two instantly adjustable bucket seats, four unusually wide doors with locks, a sunk floor at the rear to give full leg-room, and such fittings as a sliding ventilator over the front screen. There is a special model listed at £375, with furniture hide upholstery instead of carriage cloth, servo braking, unsplinterable glass, wire wheels, one-shot chassis lubrication, larger tyres, and other refinements.

A new model of the Standard Nine will be shown and will form a special feature of the exhibit and of the maker's programme for 1929.

(Continued on page iv)



THE WILLYS-KNIGHT MODEL 70A SALOON, WHICH NOW HAS ENGLISH ARTILLERY WHEELS

BEST OF ALL ARE KNIGHT-ENGINED CARS

As the mileage of your Knight engined car runs into twenty or thirty thousands, and you find the engine smoother, sweeter, more powerful than ever . . . you realise almost with a shock that this wonderful car is achieving the impossible, it is getting younger instead of older—wearing in instead of wearing out.

WILLYS KNIGHT SLEEVE VALVE SIX

There is a Willys-Knight model for every requirement at prices from £375.

FALCON-KNIGHT SLEEVE VALVE SIX

A popular priced Fabric Family Saloon on a Sleeve Valve Six Chassis at £395.

STEARNS-KNIGHT SLEEVE VALVE EIGHT

A straight eight Sleeve Valve engined car with luxury coachwork to match this glorious chassis.

WE ARE EXHIBITING AT OLYMPIA STAND No 60

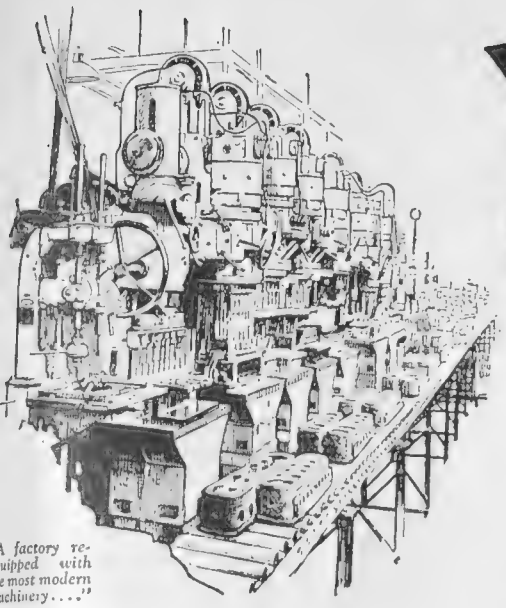
WE ARE EXHIBITING AT OLYMPIA STAND No 32

"The Engine that improves with use"

London Showrooms: 117, Great Portland Street, London W.1.

WILLYS OVERLAND CROSSLEY LTD., HEATON CHAPEL, STOCKPORT, ENGLAND.

Paris Showrooms: 144, Ave. des Champs Elysees, Paris.



A factory re-equipped with the most modern machinery...."

WOLSELEY Still Supreme!

POLICY AND PROGRAMME FOR 1929

"THE SAME FINE CARS AT LOWER PRICES"

THE Wolseley Company sets a new standard of value in quality cars which defies competition.

A factory re-equipped with the most modern machinery; a staff imbued with the spirit of its leader—Britain's most successful motor manufacturer. The whole organisation working towards one goal—to bring economic high grade motoring within the reach of the largest public . . . . to gain for Britain a greater share of the world's motor trade. These are the factors responsible for such unprecedented car values.

The new models worthily uphold the Wolseley reputation. Lavishly equipped, the same perfect workmanship, the same wonderful engine, the same faultless performance characterise the 1929 Wolseleys.

See the models on STAND 63 at Olympia. Specially examine the Chassis exhibit, and note the *continuity of design*, proved by three years of road experience to be sound and successful.

WOLSELEY PRICES FOR 1929

12 32 H.P. (4-Cylinder) MODEL

	LIST PRICE	Extra Charge for Triplex Glass
Chassis	£195	—
Tourer	£265	£5 0s.
Two Seater Coupe	£295	£10 0s.
Saloon	£295	£12 10s.
Fabric Saloon (Four-Light) ...	£300	£12 10s.
Fabric Saloon (Six-Light) ...	£300	£12 10s.
Coachbuilt Saloon	£315	£15 0s.

16/45 H.P. (6-Cylinder) MODEL

Chassis	£285	—
Tourer	£365	£5 0s.
Two Seater	£375	£10 0s.
Fabric Saloon (Four Light) ...	£375	£12 10s.
Fabric Saloon (Six Light) ...	£375	£15 0s.
Coachbuilt Saloon	£375	£15 0s.

21 60 H.P. (6-Cylinder) MODEL

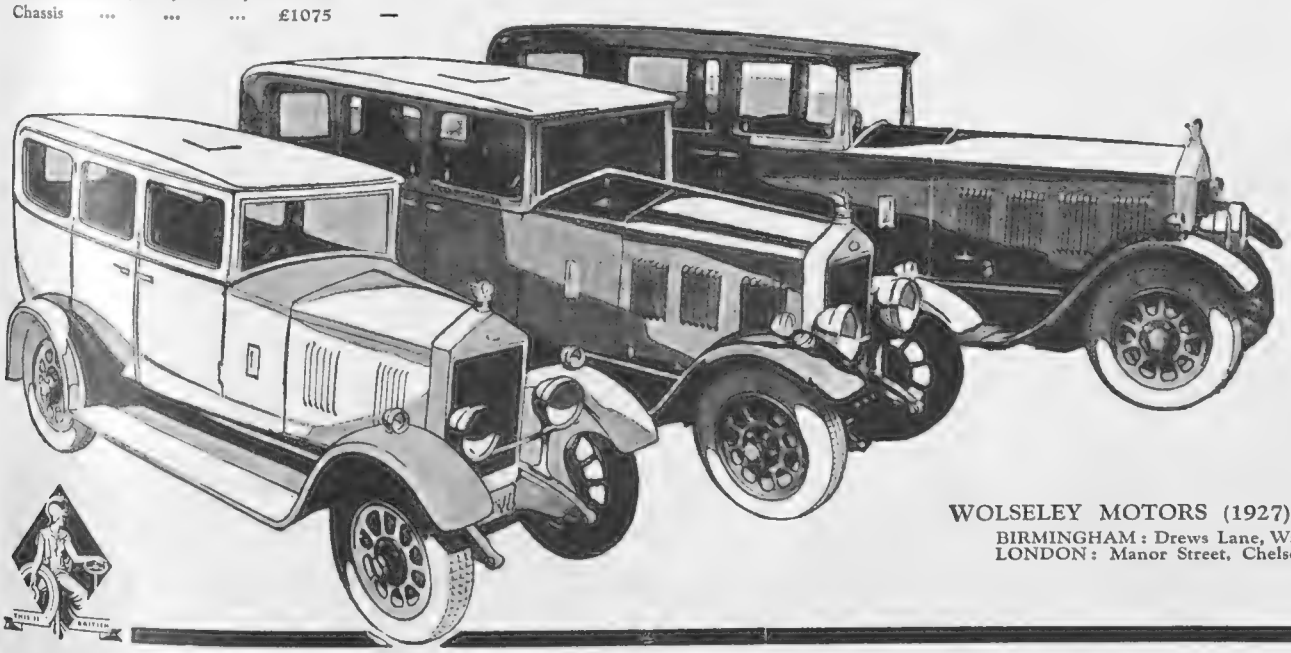
Chassis	£325	—
Tourer	£410	£5 0s.
Fabric Saloon (Four Light) ...	£425	£12 10s.
Fabric Saloon Six-Light ...	£425	£15 0s.
Coachbuilt Saloon	£425	£15 0s.

21 60 H.P. (8-Cylinder) MODEL

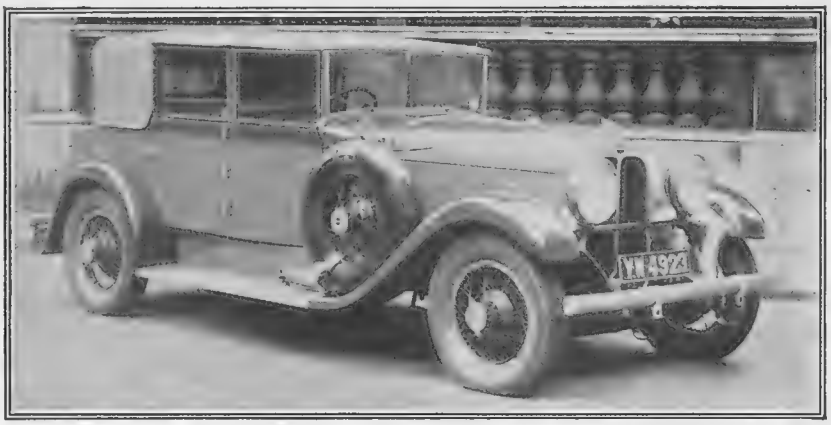
Chassis	£435	—
Tourer	£540	£5 0s.
Two Seater	£550	£10 0s.
Fabric Saloon (Four-Light) ...	£550	£12 10s.
Fabric Saloon Six-Light ...	£550	£15 0s.
Coachbuilt Saloon	£550	£15 0s.

32/80 H.P. (8-Cylinder) MODEL

Chassis	£1075	—



WOLSELEY MOTORS (1927) LIMITED
BIRMINGHAM: Drews Lane, Ward End.
LONDON: Manor Street, Chelsea, S.W.



THE AUBURN "88," WITH CLEVERLY DESIGNED ALL-WEATHER PHAETON BODY

Auburn, Stand 21

The Auburn car, imported by Malcolm Campbell, Ltd., is made in three chassis, a six-cylinder model of 76 brake horse-power, with a Treasury rating of 19.6, a Straight Eight of 88 brake horse-power, rated at 26.4, and a very powerful Straight Eight developing 115 brake horse-power. The design includes many refinements. Each of the three chassis, for instance, is fitted with the Bijur chassis lubrication system, whereby the full 21 points of the chassis are lubricated by one depression of a pedal under the dash. The convenience of this will be appreciated by anyone who has had the unpleasant task of greasing a car.

Four models are exhibited on Stand 21, a standard "76" saloon at £495, an "88" phæton at £735—a particularly beautiful body this, being at will either a smart enclosed saloon or a perfectly open car—an "88" Weymann fabric saloon, and a "115" Speedster.

Swift, Stand 105

Two entirely new saloons figure in the Swift programme for 1929, and both are exhibited on the firm's stand, No. 105. One is the "Fleetway" sports saloon on a specially tuned chassis, at £295. The other is the "Migrant" Sun-or-Shade saloon at £270. On this model the occupants of both front and rear compartments can have the maximum or minimum of air, for the roof is divided into two sections, which can be operated independently, and can be partially open or fully open according to the weather conditions and the wishes of the passengers. Whether open or closed there are no draughts, and the head is perfectly rainproof. The manipulation of the roof is very simple, for it can be opened whilst the car is in motion by a half turn of a handle, and

(*Continued on page* vi)

A NEW FORM OF SLIDING ROOF, IN TWO PARTS: THE SWIFT SUN-OR-SHADE SALOON

Think it over

—away from the bustle and glamour of the Show, where fancy is fickle and salesmen insistent.

MOTOR EXHIBITION STAND 406 Gallery.

Whether you have chosen a new car, or are remaining faithful to the old love, one fact remains. No car, large or small, old or new, can give of its best unless efficiently lubricated.

The full power of the engine transmitted silently and with minimum loss through gear-box and rear axle, easy control and good springing—all these desirable features connote the use in each unit of lubricant irreproachable in quality.

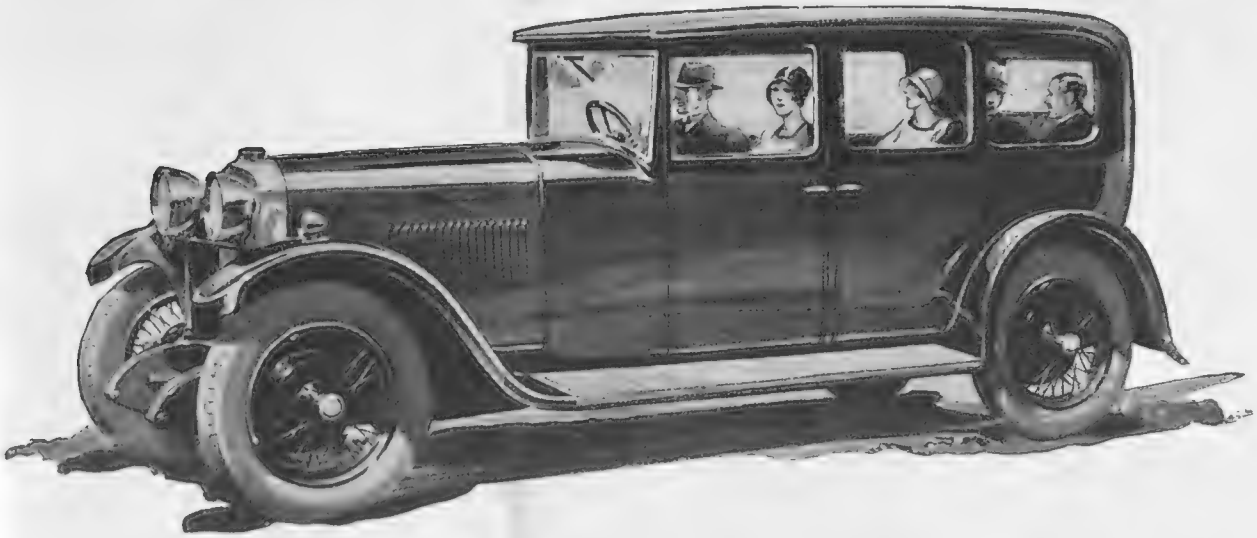
Take therefore the advice of over 239 Leading Motor Manufacturers, who in their care for the welfare of their products, recommend you to use—

WAKEFIELD Castrol Regd. MOTOR OIL

—the Product of an All-British Firm.

C. C. WAKEFIELD & CO., LTD., Wakefield House, Cheapside, London, E.C.2

Performance, Appearance Comfort——and Value



In the range of Sunbeam models these features are pre-eminent

See the Sunbeams at Olympia Stand 134

In the current range of Sunbeam models, the motorist is offered an unusually wide choice of high-grade moderately-priced cars. New designs in coachwork have been produced for the coming season; coachwork improved still further in appearance—more luxurious in the comfort it provides. Even with the many improvements now embodied, in no instance have prices been increased. The prices of the Weymann Models have been substantially reduced.

Make a special point of seeing the Sunbeam at Olympia —and judge for yourself the value offered by these fine quality cars.

Five chassis types, 16 h.p. six-cylinder to 35 h.p. eight-cylinder. Prices from £550. Dunlop tyres standard.

THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON

London Showrooms & Export Dept. – – – – – – – 12, PRINCES ST., HANOVER SQUARE, W.1
Manchester Showrooms – – – – – – – – – – – – – – – 106, DEANSGATE

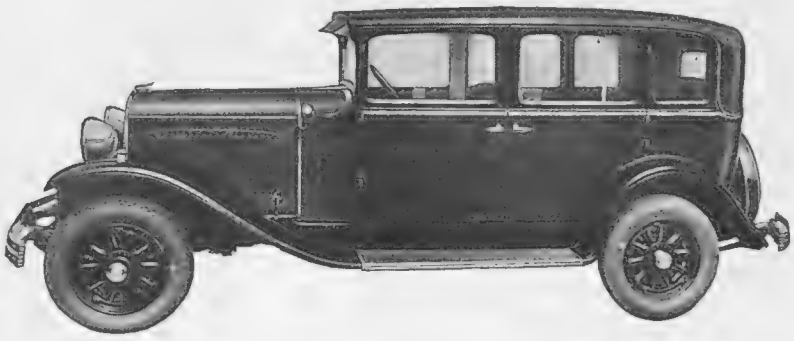
SUNBEAM

(*Continued from page* iv)
after drawing the roof back to the required position it is locked by another half turn.

The coupé type of body, which has become very popular of late, is also included in the Swift Ten range.

Arrol-Aster, Stand 104 The Arrol Johnston and Aster Engineering Co. are concentrating entirely on the single-sleeve-valve car for 1929, following on the success of the 17-50 h.p. six-cylinder Arrol-Aster. A fabric and coachbuilt saloon, both on this chassis, are on stand No. 104. A new Straight Eight of 23-70 h.p., embodying the same features, has been introduced. This has a wheelbase of 11ft. 4in., so that it will take large and comfortable bodywork. The chassis price is £698, and a chassis is exhibited on the stand. There is also a three-five-seater saloon coupé exhibited on this new Straight Eight, and the fifth car on the stand is a 21-70 h.p. six-cylinder with a six-window coachbuilt saloon, price complete £950.

GRACEFUL LINES: THE ARROL-ASTER COACHBUILT SALOON FOR 1929



THE NEW CHRYSLER "75" ROYAL SALOON

Chrysler, Stand 152 The new Chryslers for 1929 (stand No. 152) represent an appreciable advance on existing models, and present certain features quite new to motor car design.

In the first place the engines are fitted with the new "Silver Dome" high-efficiency cylinder head, designed to give a specially high compression on any brand of petrol. The Chrysler seven-bearing crankshaft is now fitted with counterweights—an advantage formerly confined to the more expensive Chrysler "80"—to give even smoother acceleration.

But the most striking thing about the new Chryslers is their appearance. The

(*Continued on page* viii)

Come—

and learn why Triplex has always led in the Safety Glass field, and why it has been so invariably adopted by leading car manufacturers.

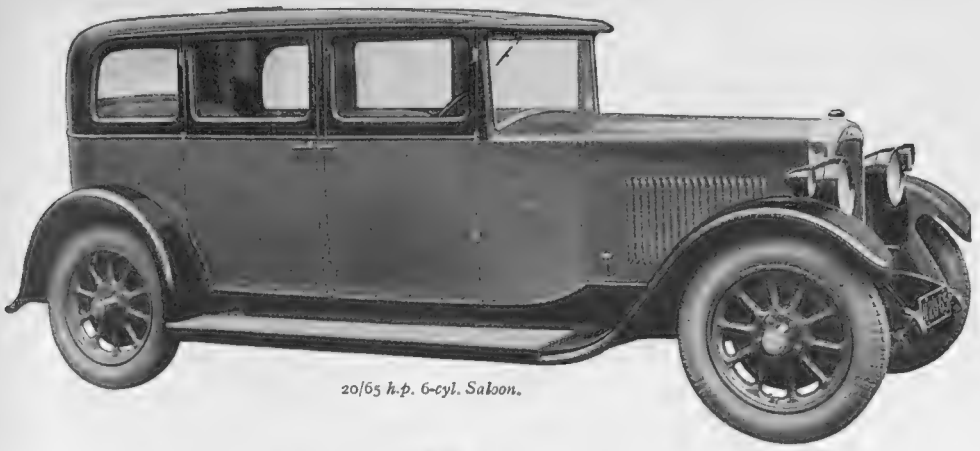
STAND 218

OLYMPIA, OCT. 11th—20th.

Fit "Triplex" Regd. -and be safe

Shatter-proof Splinter-proof

TRIPLEX SAFETY GLASS CO., LTD., 1 ALBEMARLE STREET, LONDON, W.1



20/65 *h.p. 6-cyl. Saloon.*

MODELS AND PRICES INCLUDE

9/28 h.p. 4-cyl. 2-3-seater	£240
9/28 h.p. 4-cyl. 4-seater TOURER	240
9/28 h.p. 4-cyl. 4-seater FABRIC SALOON	280
14/40 h.p. 4-cyl. 5-seater TOURER	375
14/40 h.p. 4-cyl. 5-seater SALOON	475
16/50 h.p. 6-cyl. 5-seater "DUAL-PURPOSE" Model	440
16/50 h.p. 6-cyl. 5-seater WEYMANN SALOON	497
16/50 h.p. 6-cyl. 5-seater SALOON	497
20/65 h.p. 6-cyl. 5-seater "DUAL-PURPOSE" Model	650
20/65 h.p. 6-cyl. 5-seater SALOON	845
20/65 h.p. 6-cyl. LIMOUSINE	925

Dunlop Tyres Standard.

Such marked Performance Such Beauty of Line!

Dignity, Comfort & Power

INCREASED power, rapid acceleration and smooth running, combined with a more buoyant suspension and a low centre of gravity, are the component features that contribute to the wonderfully marked advance in the mechanical excellence and exceptional road performance of the new Humber Cars.

Ideally slung coachwork, with low sweeping lines, breathes modernity with dignity to an advanced degree. Upholstery, appointments and magnificent coachwork finish convey instantly that impression of solid value for which the Humber has always been famed.

Inspect the details of each model at the Humber Stand. There you will find a choice of cars that will excite the admiration of all.

Humber

OLYMPIA MOTOR EXHIBITION

Write to-day for Catalogue.

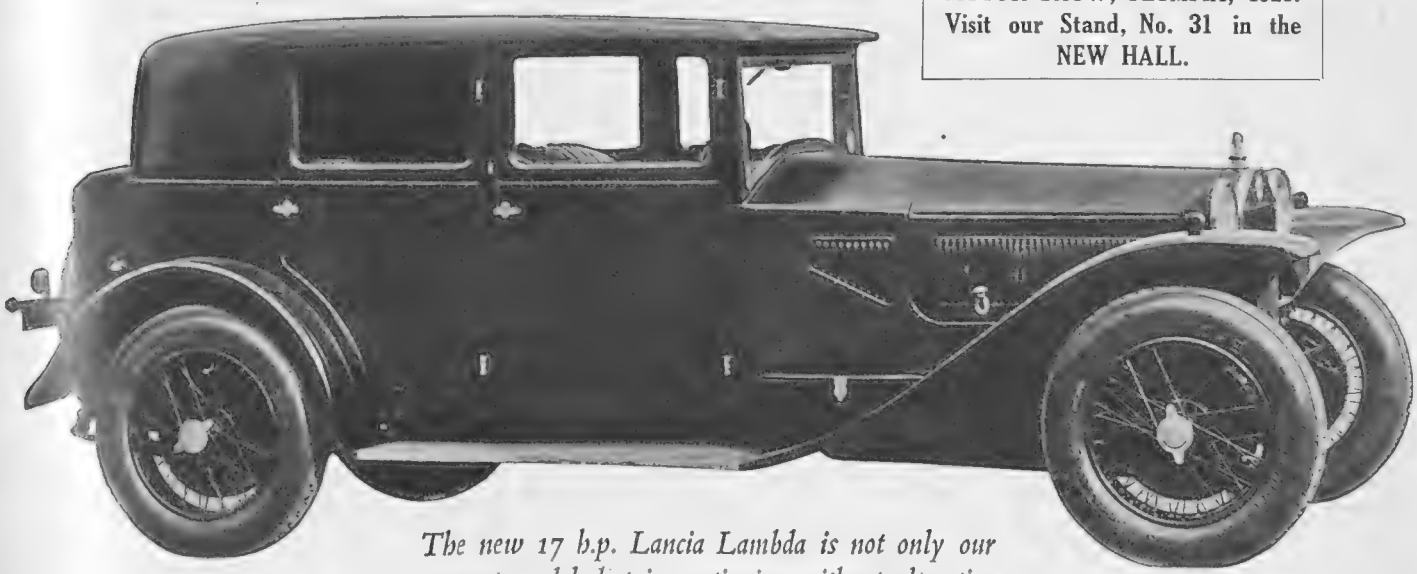
HUMBER LTD., COVENTRY.

London Showrooms and Export Branch Office: 94 New Bond Street, W.1.

Service Depot: Canterbury Road, Kilburn, N.W.6.

L

MOTOR SHOW, OLYMPIA, 1928.
Visit our Stand, No. 31 in the NEW HALL.



The new 17 h.p. Lancia Lambda is not only our current model, but is continuing without alteration into the New Year. Hence our deliveries to-day are of the 1929 type.

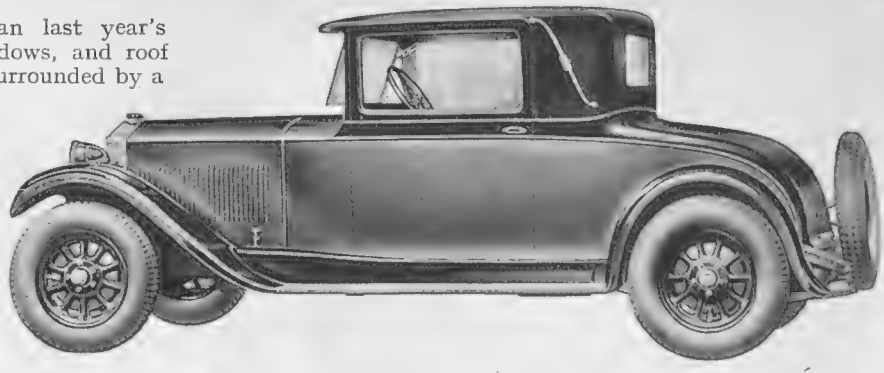
LANCIA (England) LTD.
Lancia Works, Alperton, nr. Wembley.
LONDON
Telephone: Wembley 3266

LANCIA

London Distributors:
London & Counties Auto Distributors Ltd.,
18 Berkeley St., Piccadilly, London, W.1
Telephone: Mayfair 7050

(Continued from page vi)

new cars are even longer and lower than last year's models, and the curves of mudguards, windows, and roof are more pronounced. The new radiator is surrounded by a slender band of chromium-plated steel, and all outside fittings are also chromium-plated.

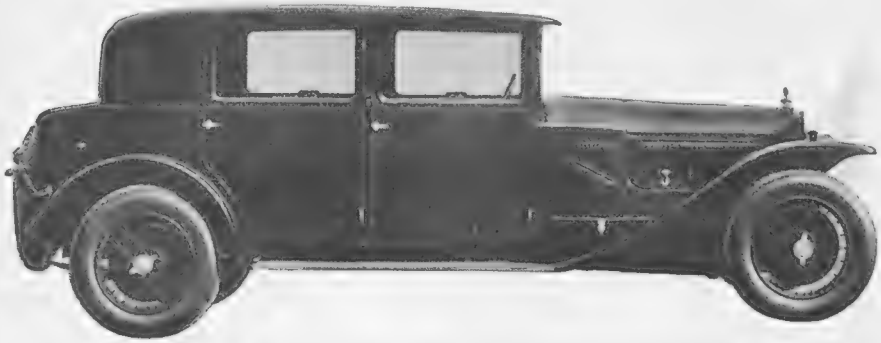


AN EXAMPLE OF THE NEW FIAT SIX, OF 17-50 H.P.: THE 2-3-SEATER COUPÉ

"BP" Spirit, Stand 257 The "BP" Company is the selling organisation of the Anglo-Persian Oil Company, an all-British concern with refineries at Llandarcy, in South Wales, and Grangemouth, in Scotland. Its exhibits will be found in the New Hall, Ground Floor, Stand No. 257. The chief products of the company are the three grades of "BP," "BP" for cars and motor cycles, "BP" Aviation for aeroplanes and sports cars, and "BP" Commercial for all types of business vehicles, and these will be shown on the stand mentioned above.

Dunlop, Stand 515 Standard Dunlop tubes and tyres are on view at the Dunlop Company's stand (No. 515), together with all the different types of wheels which are manufactured by this well-known concern.

Most interesting, however, will be the display of the new Dunlop tyre recently introduced, and known as the Fort Dunlop. This cover is of specially thick construction, and was introduced to cope with particularly arduous conditions. Nowadays tyres are subjected to such remarkably severe tests that the Fort Dunlop is welcome. It is distinguished by a coloured medallion on its side.



THE LATEST 17 H.P. LANCIA LAMBDA, WITH ENGLISH-BUILT WEYMANN SALOON

W. Turner & Brother, Ltd., Stand 302 William Turner and Brother, Ltd., the well known pneumatic engineering firm, show on their stand (No. 302 in the New Hall Gallery) a number of exhibits of exceptional interest. Chief of these are the Kismet Duplex and Kismet Junior foot pumps. The Kismet pump is really two pumps in one, having a supercharging action which gives double the pressure with half the effort. Another interesting exhibit is the Kismet Tyre Pressure Tester, which is made in types suitable for both high- and low-pressure tyres.

(Continued on page x)

The Sensation of Olympia

MERCÉDÈS-BENZ

STRAIGHT EIGHT (4½ LITRE)

(Non-Supercharger)

THE GREATEST VALUE EVER OFFERED

Chassis only (with central chassis lubrication) **£845**
6/7-Seater Pullman Limousine - **£1,195**

also

THE WONDERFUL GRAND PRIX SPORTS SUPERCHARGER 36/220 H.P.

STAND 156, AVENUES Q & R.

BRITISH MERCÉDÈS-BENZ LIMITED,
37, Davies Street, Grosvenor Square, London, W.1

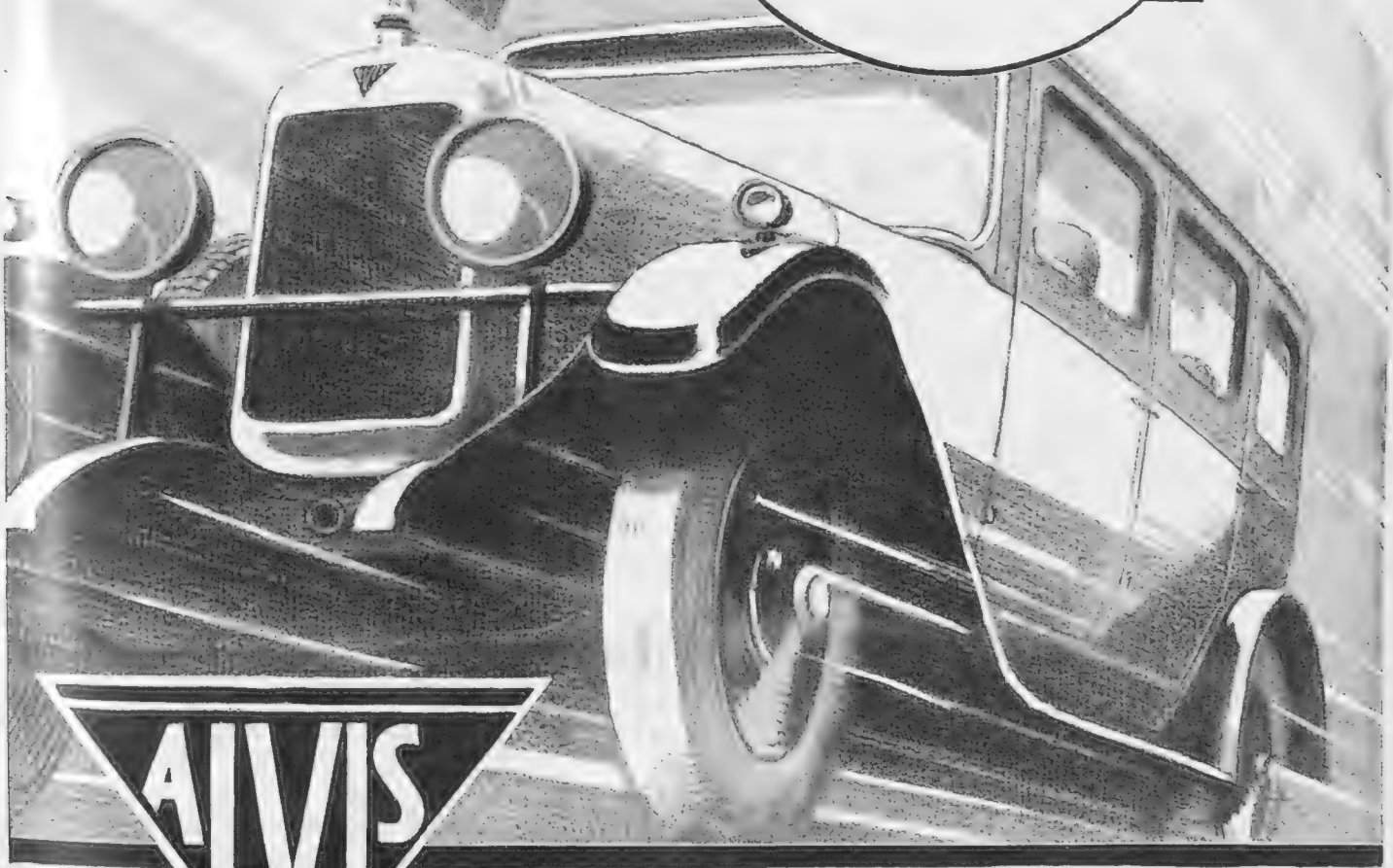
Telephone: Mayfair 4148. *Telegrams: "Cybritimer, Wesdo, London."*

The proved superlative

The unusual reputation of Alvis Cars has been built, not upon the claims of its makers, but upon the opinions of thousands of enthusiastic Alvis owners. The Alvis Company has claimed that this car is magnificent.... Alvis Owners have proved it ***Superlative*** in every detail. Its design is unequalled, the quality of its construction is not excelled in the world's most expensive car.... These are the claims of Alvis owners.... See the cars at

STAND 38 OLYMPIA

—and judge for yourself how completely are they justified. Meanwhile, send for a copy of the 1929 (first edition) catalogue.



ALVIS

ALVIS CAR & ENGINEERING CO., LTD., COVENTRY.

London Distributors : ***Henlys Ltd., Henly House, Euston Road, N.W.***

A87

THE NEW RENAULT "VIVASIX," WHICH IS NOW PRICED AS LOW AS £365

let, and makes an exceptionally handsome car. The price is £1,900. Special safety glass is fitted on all the standard models.

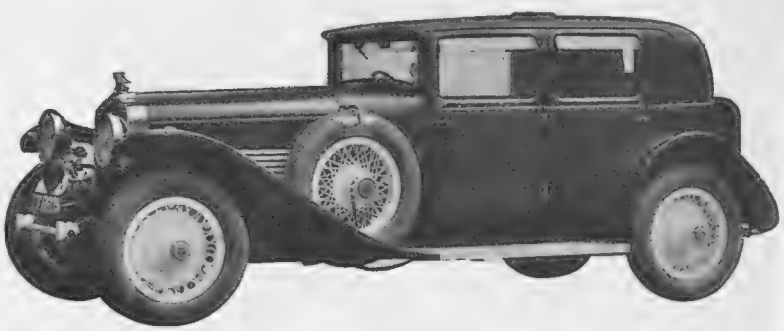
Renault, Stand 136 Features of the Renault programme for 1929 are a new 40 h.p. straight-eight and price reductions on the Monasix and Vivasix six-cylinder cars. The engine of the Eight, which has a bore and stroke of 90 by 140 mm., is of the orthodox side-valve type like other Renault engines. The radiator is at the front, but so located that the familiar Renault bonnet lines are retained. Automatically operated thermostatic shutters and Renault servo four-wheel brakes are features. The wheelbase is 12ft. 2in., and the chassis price £1,550. Two examples of this new car are shown, one in polished chassis form and the other with a runabout body.

Other exhibits are 9-15 h.p. and 14-45 h.p. four-cylinders, and Monasix and Vivasix models. The price of the Vivasix standard saloon has been reduced from £445 to £365 while the Monasix is now listed at £258.

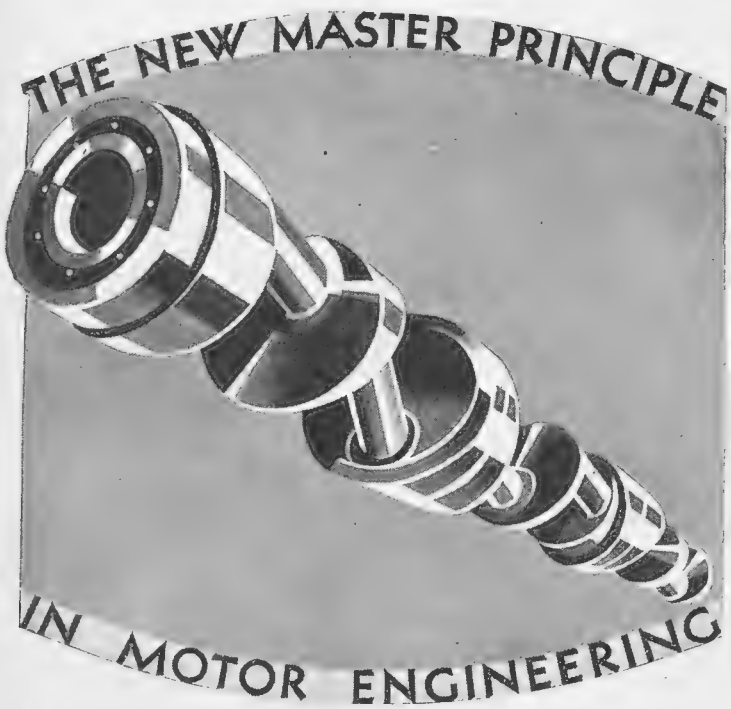
Further Motor Show Notes will appear next week.

Stutz, Stand 20 The straight-eight Stutz is one of the few American cars with exclusive features both in design and external appearance, and the cars shown on the stand of the sole concessionaires, Warwick Wright, Ltd., are amongst the most important to be seen at Olympia. The first exhibit is of the bare chassis, which, with 32in. by 6.2in. tyres and a wheelbase of just under 11ft., costs £935. Next is the Black Hawk type sports saloon, a most attractive car at £1,350. There is also a custom-built coupé-cabriolet at £1,225.

The fourth exhibit is on the longer wheelbase chassis, which has a length of 12ft. 1in.—an unusual feature on an American car. It is fitted with an English coachbuilt seven-passenger cabrio-



THE BLACK HAWK TYPE STUTZ SPORTS SALOON



WHAT is this new Master Principle? It is the greatest step forward since the discovery of the sleeve-valve engine. It allows the sleeve-valve engine to operate under more ideal conditions than ever before. The valve-shaft is the secret. It substitutes a continuous movement for a jerky one. Unless you have ridden in an Arrol-Aster you cannot know how much difference this valve-shaft makes. It is covered by Arrol-Aster Master Patents, and is exclusive to Arrol-Aster cars. Come and see it at Olympia. **Stand No. 104.**

ARROL-ASTER

ARROL-JOHNSTON & ASTER ENGINEERING Co. Ltd. DUMFRIES, SCOTLAND

From

India

in 4½ days

(like Mr. Bert Hinkler, A.F.C., on his Flight to Australia)

Capt. Barnard

chose to

"Fit and Forget"

K·L·G

SPARKING PLUGS

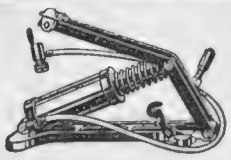
K.L.G. Works, Putney Vale, S.W.15.

Sole Export Agents:
Messrs. S. Smith & Sons (M.A.) Ltd.,
Cricklewood, N.W.2.

See this BETTER PUMP *at the* MOTOR SHOW

STAND 302
NEW HALL GALLERY

It does twice the work with half the effort, because it is really two pumps in one. An internal high-pressure pump super-charged by an outer pump. Complete with a simple push-on connection that fits all valves, and a reliable pressure gauge. A good car deserves a Kismet-Duplex.



Unconditionally Guaranteed.

KISMET-DUPLEX, 58/6. JUNIOR, 40/-.

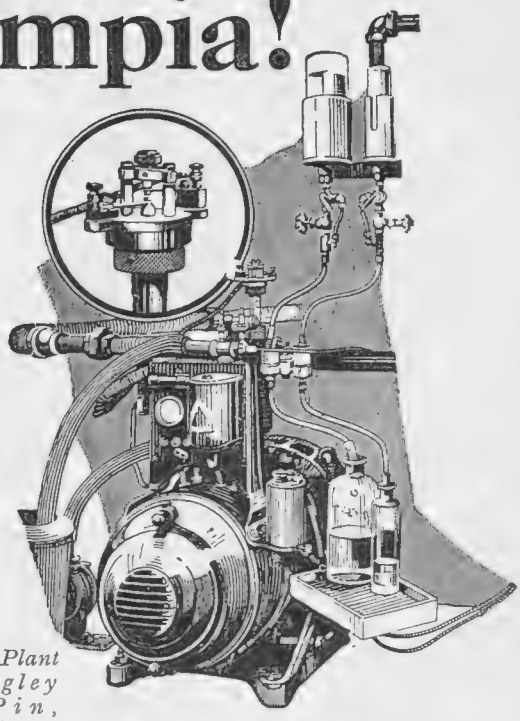
Full particulars from William Turner & Bro., Ltd., Eyre Works, Sheffield.

KISMET-DUPLEX

Two in One
FOOT-PUMP
Super *Charger*

The World's most Perfect Pump

Never before seen at Olympia!



¶Knock Testing Plant with the Midgley Bouncing Pin, employed exclusively for Pratts Petrol Tests.

The operation of this wonderful engine, and its application in maintaining the absolute purity and uniformity of Pratts Perfection Spirit, will be demonstrated to the public throughout the period of the Show.

STAND 217
New Hall, Ground Floor

Pratts

Famous since 1896.

D.A.257

OM

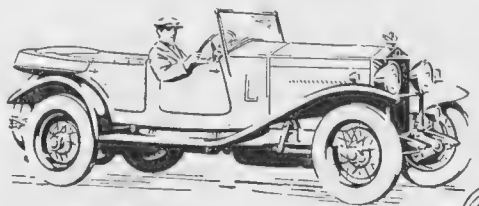
An entirely NEW development in automobile practice

THE O.M. is the car which is "different." A thoroughbred capable of 80 m.p.h., yet possessing the flexibility and smooth running of the finest touring cars. See the superb models at Olympia and be sure to arrange a trial run.

Models:
1½ Litre 4-cylinder
2 Litre 6-cylinder

Sole Concessionaires for the United Kingdom:
L. C. RAWLENCE & CO., LTD.
Showroom: 39, Sackville Street, Piccadilly, London, W.1.
Grams: "Horselaugh." 'Phone: Regent 1100-1.

OLYMPIA STAND 69



The Lanchester Straight Eight 30 H.P.

WINNER OF THE SILVER TROPHY

for the finest car in the Great International Motor Rally and Concours d'Élégance at Southport in September, and awarded the Silver Cup for the best car in its class. A replica of this Winning Car will be exhibited at Olympia.

THE LANCHESTER MOTOR COMPANY LTD.

Armourer Mills, Birmingham. 95, New Bond Street, London, W.1. 88, Deansgate, Manchester.

Olympia's Outstanding Exhibit.

STAND 91

Particulars on request.

Dunlop tyres standard.

Pre-eminent among the World's Finest Cars.

TWO Remarkable Sixes

20·9 h.p. models from .. .. £675.
Super Six Fabric Saloon .. £795.
15·7 h.p. models from .. .. £495.

See also the new **Two-litre Sports model Tourer, £625; Fabric Saloon, £675.** Triplex glass. Chromium plating finish.

STAND 133

THE 20·9 and 15·7 h.p. Crossley Sixes are both remarkable cars. Fascinating to drive, quality built throughout, yet extraordinary value, they meet the requirements of those motorists who desire high performance, distinctive coachwork and comfort.

In the high-powered class, the 20·9 h.p. Crossley has a definite lead. It is far in advance of all other cars at or near its price. Superb coachwork, high-grade appointments. Exceptional performance.

Smaller, more compact than the 20·9 h.p. model, the 15·7 h.p. Crossley Six has the same quality, the same margin of strength and the same distinctiveness. An examination will reveal that it is the finest value in medium-powered sixes on the market.

Special models are the Super-Six (20·9 h.p.) and the Two-litre Sports model, both exhibited on the Crossley Stand.

15·7 Coachbuilt Saloon £575

Crossley

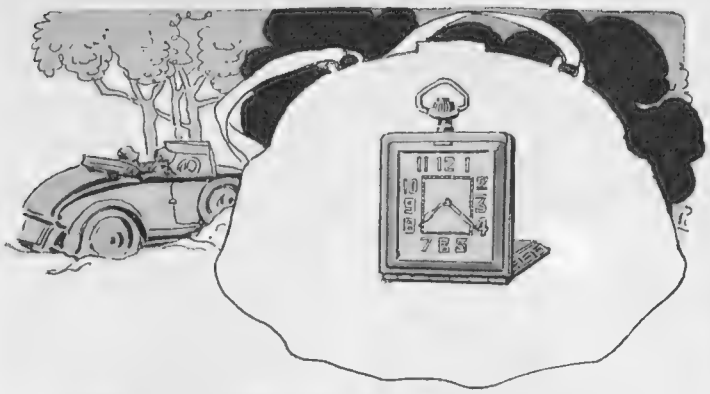
SIX CYLINDER CARS

15·7 H.P., 20·9 H.P., SUPER SIX AND TWO-LITRE SPORTS

CROSSLEY MOTORS LTD. MANCHESTER, & 20. CONDUIT STREET, LONDON. W.1.

Fashion's Fancies

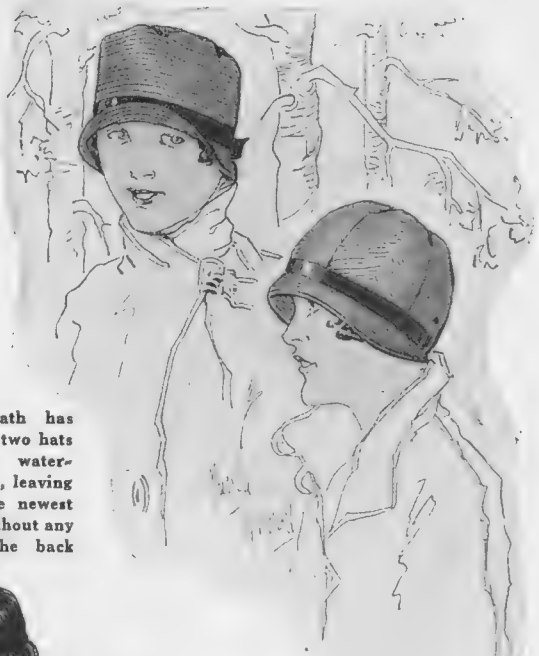
By CYNTHIA



Slender and strong, this watch can be carried in the handbag when it is not standing open. It comes from Vickery's

Waistlines that Wander

IN one respect at least, so we have been assured many times during the past few weeks, Fashion has remained constant. She has decreed no change in the silhouette of sports clothes, and no drastic innovations so far as concerns materials or the manner in which they are used. But the dress shows which have been taking place in London have provided several big surprises, and since English designers enjoy a world-wide reputation in this field these cannot be overlooked. The biggest of them lies in the amount of attention that has been paid to the waistline, which in many instances seems to have an inclination to wander upwards, and in a few remains stationary in its normal position.



Robert Heath has made these two hats of stitched waterproof velvet, leaving them, in the newest manner, without any brim at the back

Hints—and Facts

SEVERAL little tweed suits have been made with belted skirts, into the tops of which are tucked rather thick woollen jerseys. On dresses the effect is generally tentatively suggested rather than definitely stressed, the top being joined to the skirt in step formation or with the front and back panels carried up above the level of the sides. One very interesting three-piece had a capacious tweed coat lined with stockinette, of which fabric the jumper was made. The skirt was joined to it just above the hips at the back, but in front a piece rather reminiscent of the top of an apron was carried up to the true waistline, braces being suggested by two narrow strips which continued yet higher, stopping short just below the shoulders

The Judgment of Englishwomen

PRACTICABILITY is, however, and always will be, the factor which governs such matters, and it can safely be left to the good sense and the irreproachable taste of Englishwomen to choose always what is right, for whenever country clothes and tailor-made suits are being considered her supremacy is unquestioned. Her allegiance to Aquascutum coats never falters, and she is careful to see that her wardrobe always contains at least one from among the many styles which may be seen in their *salons* at 100, Regent Street. Illustrated at the foot of this page is the "Bute," which is made of camel-hair fleece in plain colours or a faint overcheck design. Cut on generous lines, it is obtainable from 10 guineas.

This is the "Bute," an Aquascutum coat of camel-hair fleece in plain colours or a faint overcheck design. It would be ideal for travelling

Sketches by Marla Tyrrell

Correct and Becoming Hats

THE Englishwoman does not confine her interest solely to the suits and coats that she wears. It is because she pays scrupulous attention to even the smallest details that she is able to achieve that air of neatness and distinction that is so enviable. About her sports hats she is extremely critical. They must be absolutely correct, and, what is more, that must seem to be nonchalantly unstudied. At Robert Heath's, 37, Knightsbridge, there may always be found a variety of models suitable for every purpose. Those sketched at the head of this page are made of stitched waterproof velvet—the one at the top with a square crown and the brim upturned in front, and the one below with a soft quartered crown. They could very well be worn for riding as well as for all other sports.

Motoring Clothes

WITH the Motor Show as the main topic of conversation, and everybody's mind filled with thoughts of journeys by road, women are pondering over the selection of clothes in which they can be comfortable and yet be able to present a well-dressed appearance when their goal is reached. To-day, of course, the problem is easily solved, for garments

Mink marmot, with a luxurious collar and cuffs of amber-shaded South American skunk, fashions this slim wrap from James Fraser and Co.

are not ruined by clouds of dust, and a fur coat can be worn without any qualms. At the head of this page is one that comes from James Fraser and Co., 237, Regent Street. It is of mink marmot, with a long roll collar and cuffs of amber-shaded South American skunk. The skins have been worked in such a way that the darker lines run from neck to hem, which increases the apparent slenderness of this well-cut wrap. It costs only 34 guineas. An illustrated catalogue will gladly be sent post free on application.

Cleverly Designed Frocks

IT would be difficult to find anything more suitable to wear beneath such a coat than the beautifully modelled dress on the right, which comes from Suzanne, 2, Hanover Court. Of stockinette, it has an embroidered monogram on the panel which falls from the V neck, and is distinguished by the clever arrangement of the *empiecements*, which at the sides and in the centre of the skirt are semi-circular in shape, forming groups of pleats which give the fashionable outward sway at the hem while preserving the clear-cut line of the frock. It is only one among a host of sports suits, coats, afternoon and evening dresses, but it is characteristic of the perfection of all of them.

An Invaluable Asset

TO possess such a dressing-case as the one here illustrated is the ambition of every woman. It comes from Mappin and Webb, 158, Oxford Street, 172, Regent Street, and 2, Queen Victoria Street, and is of dark blue cross-grain morocco, lined with best quality silk. The hand-made fittings are of cut glass and engine-turned silver gilt, and there is even a sewing case and a cigarette box. The oval miniature table mirror comes out, and will either hang or stand. All who are in search of presents should certainly visit these *salons*, for they are filled with things which would delight the heart of anybody to whom they were given.

A Good Travelling Companion

FEW people have not, at some time or another, suffered the inconvenience of discovering, when travelling, that they had no means of telling the time. Serious consequences might easily result from such a dilemma, and it is therefore wise to guard against it. At the head of the previous page is sketched a watch which has been specially designed for the pocket or the handbag. It has luminous hands and figures, and is shown open in the position it would occupy when standing on a table. The flat piece on which it rests closes over the face and makes it very thin and compact when in transit. It comes from J. C. Vickery, 145, Regent Street.

Here is a compact dressing case of blue cross-grain morocco, which comes from Mappin and Webb. The fittings are of cut glass and silver gilt

Guide and Friend

TO be able to study at home, during one's leisure moments, the newest and most authentic styles is a boon which many women greatly appreciate, for it enables them to form an accurate estimate of the trend of events with a minimum expenditure of energy. Full of interest is the new illustrated brochure of ready-to-wear coats, costumes, and gowns which has just been issued by Debenham and Freebody, Wigmore Street. On the first page is a handsome chiffon-finished velveteen coat, luxuriously trimmed with fur, for 10 guineas; while a practical tweed wrap costs 6 guineas, or, for the same price, one may become the possessor of a fur-trimmed tailor-made suit. It goes without saying that the claims of the *ensemble* have not been neglected, and so, with evening gowns from 6 guineas and a rich brocaded wrap for 8½ guineas, the basis of an excellent wardrobe could be built up from the garments illustrated in this useful booklet.

Suzanne has used fine stockinette for this admirable dress, which is distinguished by empiecements which are arranged with consummate artistry

Sketches by Booda

Some Beauty Secrets

By MIMOSA

My advice to smart women, who demand the very best results, is to leave most toilet preparations alone. When facial applications are necessary, get only the pure ingredients just as they come to the chemist himself. I will tell you in this column, from time to time, just what to get and how to use it. Do not be persuaded into buying some cheap toilet preparation. Any chemist can supply you with genuine concentrated ingredients, and I know personally that most firms make a speciality of selling original packages of all kinds of pure ingredients, both direct and by post. I can point out to you, however, many useful hints which involve no expense at all.

"Avoiding Rouge."—Yes, I agree with you that rouge is easily detected, but because of that you need not be without colour. It seems essential in a few cases like yours. There is a preparation called Colliandum which blends so remarkably with the skin that its use cannot be detected. Of course, some skins require very little colour, and you must be careful to know your style.

"A Soap Hint."—Pilenta is a very good complexion soap that has been recommended to me by many who find its use delightful. It has a very soothing effect on the skin, and at the same time it is a good cleanser. I have not found as good a one, as yet.

"Rejuvenating the Skin."—You should not be discouraged because the face bleach you are using isn't effective; at certain seasons of the year all skins are more or less discoloured or freckled, and a face bleach is hardly adequate. A substance which I highly recommend is Mercolized Wax. It is a creamy product with wonderful absorptive properties, and in about ten days, if applied nightly, you will find that the old skin has almost imperceptibly entirely flaked off, and the fresh skin underneath is apparent. This method is harmless, and the results achieved are most beneficial to one's looks and to the skin itself. About an ounce will do.

"How to Shampoo."—Try pure Stallax. I think you could get as small a quantity as two or three ounces. A remarkably good shampoo is made by dissolving a teaspoonful of Stallax in a cup of hot water. This cleanses the scalp well, and makes the hair very soft, glossy, and wavy.

"Removing Unsightly Hair."—Sipolite is the most practical thing with which to remove the superfluous hair. Get about half an ounce from the chemist and mix a little into a paste with a few drops of water. Apply it directly to the surface affected, and the hair will wilt so that it can be rubbed off in two or three minutes, leaving no trace. Half an ounce will last quite a long time.

"Stoutness Overcome."—Since the advent of Clynol Berries it is now possible to eat almost anything without fear of it forming into adipose tissue. Clynol Berries not only eliminate fat from the body, but also correct the tendency, which is usually constitutional, to create fatty matter. Chemists keep them.

"Grey Hair."—To restore the colour of grey or fading hair, take one ounce of concentrated Tammalite, and mix it with four ounces of bay rum. Apply to the hair for several nights, using a small sponge, and the hair will gradually resume its original colour. When the desired shade has been obtained, the Tammalite lotion should be used about twice a week. Apply it to the roots with an old tooth brush.

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Hindes Hair Wavers

Shingled Hair

Prizes to be Won

Crossword puzzle enthusiasts will have an opportunity of testing their skill in solving the crossword puzzle which is being circulated by the proprietors of Wright's Coal Tar Soap. Prizes will be given to the senders of the first forty-four correct replies opened after the closing date. The first correct solution opened will entitle the sender to a Morris-Oxford saloon car, and the second to a 7 h.p. Austin saloon. There are also twelve prizes of £5 each, 10 of £2 each, and twenty of £1 each. Entries, which must be accompanied by three outside printed wrappers, should reach "Crosswords," Wright's Coal Tar Soap, 44-50, Southwark Street, London, not later than December 17, 1928.

Recent Records

Among the output of gramophone records bearing the imprint of "His Master's Voice" there is a variety that will appeal to every taste and mood. Several new records have been made by the Flonzaley Quartet, and these will be especially welcome in view of the coming disbanding of the quartet. Other orchestral records have been made by the Chicago Symphony Orchestra, the Philadelphia Symphony Orchestra, and Creatore's Band. A novelty among the vocal records is an excellent rendering of the "Eton Boating Song" by the Eton College Musical Society, and, in operatic singing, Elisabeth Rethberg and the Berlin State Opera Orchestra. Gracie Fields in some of her inimitable numbers, and an appealing rendering of "I Love the Moon, by Walter Glynne, are also welcome additions to the list.

Helping the Sick and the Children

Mr. Bernhard Baron, Chairman of Carreras, Ltd., the well-known tobacco and cigarette manufacturers, has recently added to his gifts to charities by creating a trust and setting aside the sum of £500,000, which is to be used for the benefit of hospitals and for homes for orphaned and crippled children during the next

THE THERMEGA ELECTRO-RADIANT BLANKET IN USE IN A HOSPITAL

twenty years. This trust is being administered by the Marquess of Reading, Mr. Louis B. Baron, Mr. A. I. Belisha, Mr. W. H. Louden, Mr. F. S. Baron, and Mr. H. W. Danbury. The first distribution of moneys will take place on December 5, when Mr. Baron will celebrate his 78th birthday. The offices of the Trust will be located in the new building of Carreras, Ltd., at Arcadia Works, Hampstead Road, N.W.1, and no appeals should therefore be addressed to Mr. Baron personally, either to his business or home address, as owing to his advanced age he finds it impossible to attend to them.

The Thermega Electro-radiant Blanket

In case any of our readers are wondering why they have had no reply to inquiries regarding the Thermega Electro-radiant Blanket, we are asked to say that the address was wrongly given in the advertisement which appeared in our pages on September 26. Messrs. Thermega, Ltd., will be happy to answer immediately all inquiries directed to 51-53, Victoria Street, S.W.1.

Ocean Travel de Luxe

For a long time travel in the Far East has been regarded by the person of average means as a luxury beyond his purse. The different shipping companies of the world have been devoting a considerable amount of attention to the problem of providing a high degree of comfort at a moderate cost, and a move, which should have very gratifying results, has been made in this direction by the Lloyd Triestino Company. It has put into commission on its Far East service finely equipped new motor vessels of 15,000 tons. In these ships the first-class passenger rate works out at about 30s. per day, or less than one would pay at many a leading hotel. This comes to under 1½d. per mile for the round voyage of 25,000 miles, and includes excellent cabin accommodation and cuisine. In this economical way one can visit Egypt, India, Ceylon, the Straits Settlements, China, and Japan.

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FRY in butter to a light golden brown eight rounds of stale bread, each about two inches in diameter. Put into a basin 2 oz. of caviare, with half a shallot finely chopped, a few drops of lemon juice, and a pinch of cayenne. Stir all thoroughly together, drain the toast, and when it is cool place a thin slice of lemon and a teaspoonful of caviare on each *croûte*. Place a shelled prawn on each side of every *croûte* and half a stoned olive in the centre. Serve in a glass dish, and garnish with parsley.

Oyster Toast

Mince very finely one anchovy, have ready a score of oysters; remove the beards, and chop them small. Mix the anchovy and oysters together. Put them into a saucepan with two tablespoonfuls of cream, add a little cayenne, and when heated through spread on small rounds of buttered toast and serve.

Mushrooms au Gratin

Scoop out the insides of some nice round mushrooms, after peeling them; cut off the stalks, peel them, and chop them up with a small piece of onion, a teaspoonful of chopped parsley, a pinch of thyme, and a piece of thin lemon-peel the size of sixpence. Fry these in bacon fat, flavour with pepper and salt, and add sufficient quantity of breadcrumbs to fill the hollowed-out mushrooms. Fill the hollows with this mixture, and cook very slowly in good fat or butter in a stewpan, keeping them well covered to retain the flavour. Serve with a little gravy poured round.

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Take very thin slices of fat bacon, cut off all the rind. Then take an oyster (or two, if very small), pour on it two drops of essence of anchovy, four drops of lemon, and a pinch of cayenne, and roll it in the slice of bacon. When there are sufficient of these rolls, put them on a small skewer and fry them. When cooked, take each one separately and place on a fried *croûton*. This is a dish which must be served very hot. EMILIA

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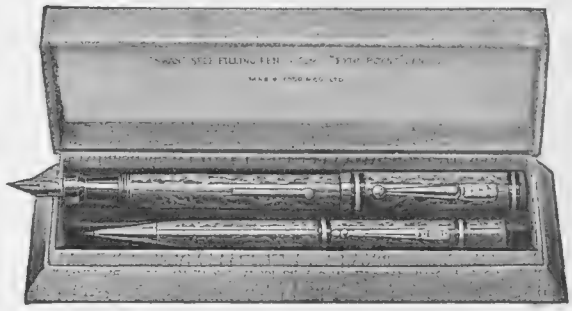

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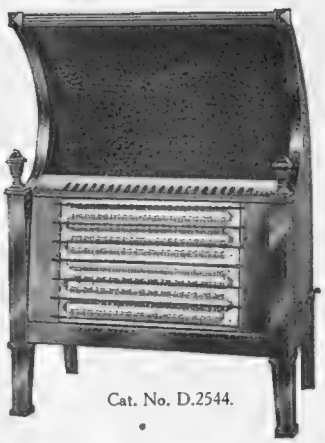

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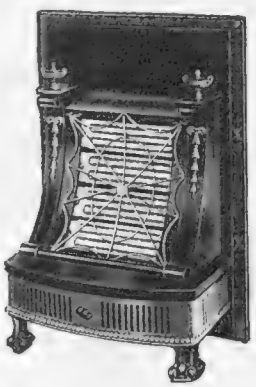

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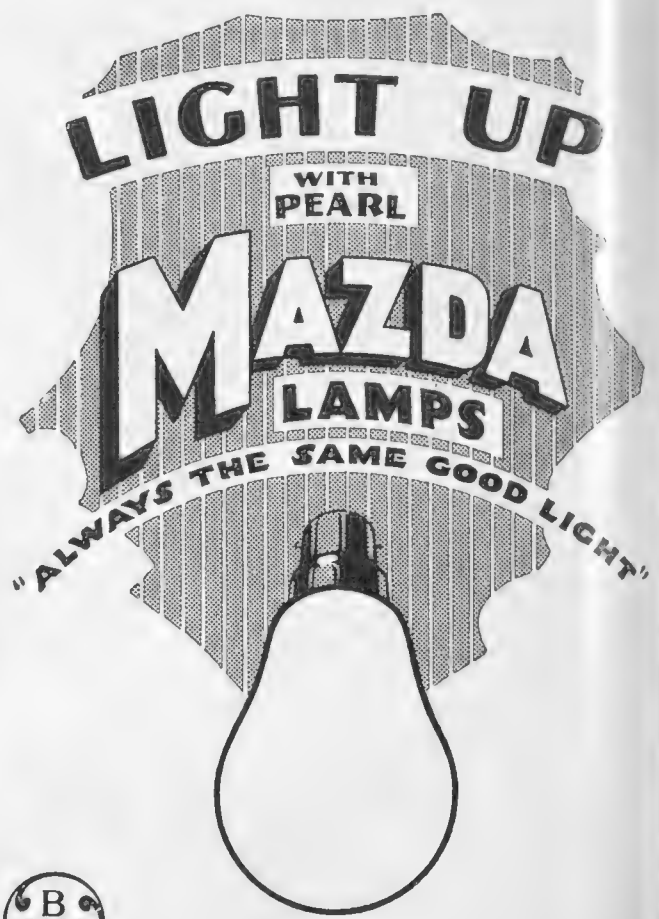

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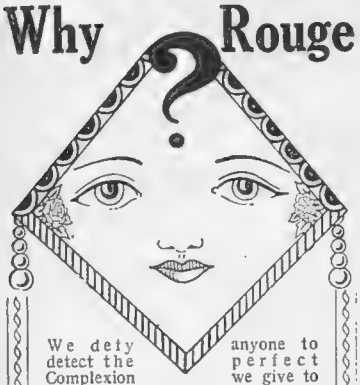

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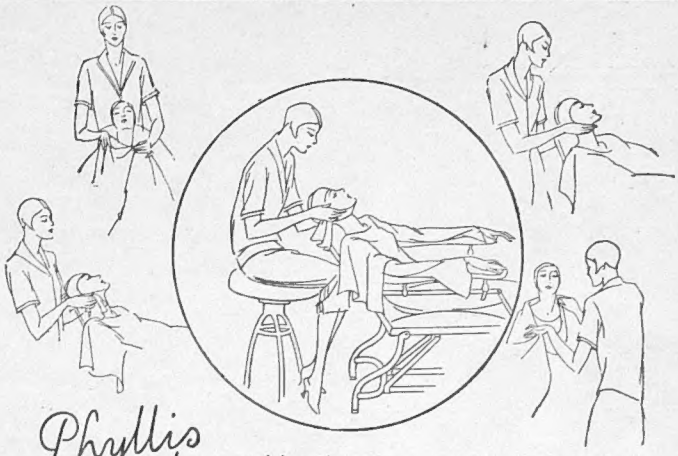

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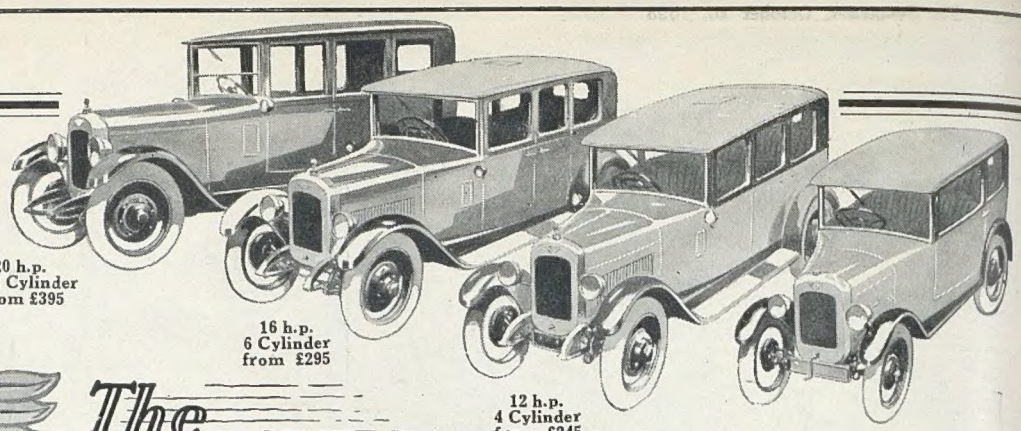

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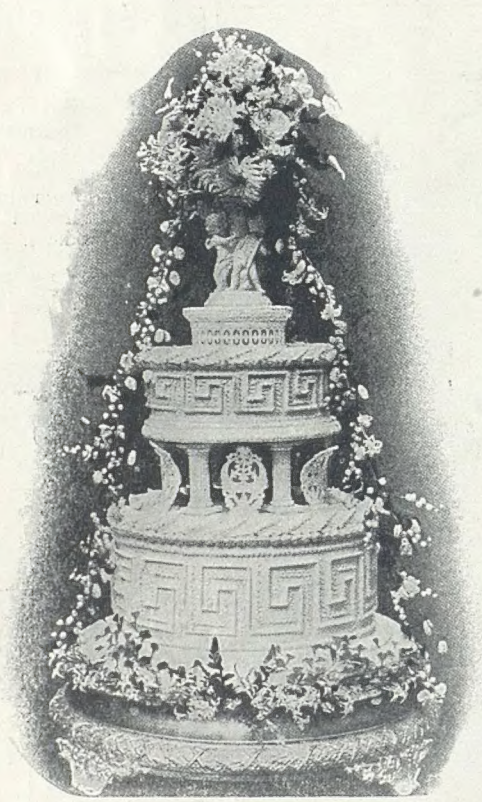

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Duggie : "I am not surprised, Sir Edward."

Sir Edward : "But I have never heard a complaint from any of my friends who 'phone you their business on my recommendation."

Duggie : "It's due, Sir Edward, to my great anxiety to safeguard my clients."

Sir Edward : "I hardly follow. Are you entirely immune from telephone mistakes ?"

Duggie : "I do not for a moment claim to be infallible, Sir Edward, but I realised long ago the possibility of 'phone misunderstandings, and I evolved a system making such occurrences almost impossible."

Sir Edward : "Really ! Tell me about it."

Duggie : "Certainly, Sir Edward. It is quite simple. Each of my lines is duplicated and employs two operators working quite independently ; in fact, they cannot see or speak to each other. One operator speaks to the client, the other listens to the conversation. Both record the instructions given."

Sir Edward : "So that if I 'phone a commission, it is taken down by two independent people, only one of whom speaks to me ?"

Duggie : "Correct, Sir Edward. The telephone slips are subsequently collected and *compared* so that any discrepancy would immediately be observed."

Sir Edward : "A truly wonderful system, Stuart. May I mention it at my Club ?"

Duggie : "Certainly, Sir Edward."

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